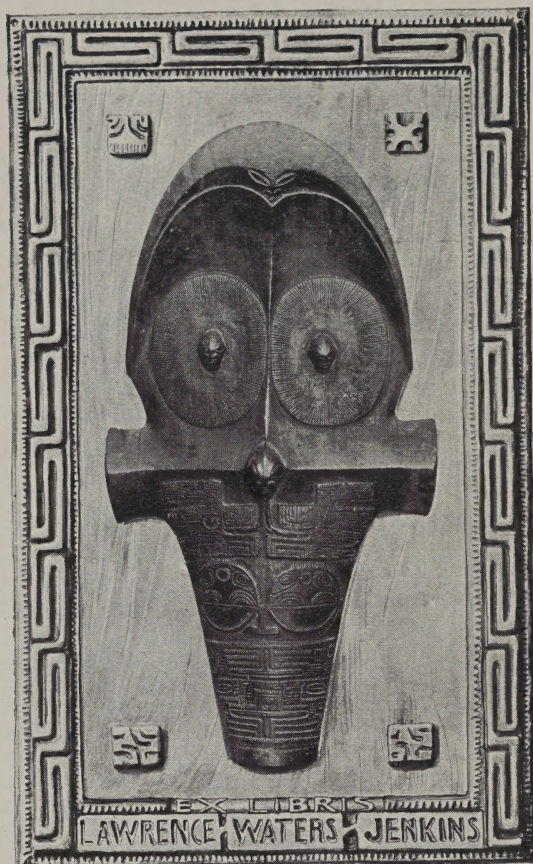
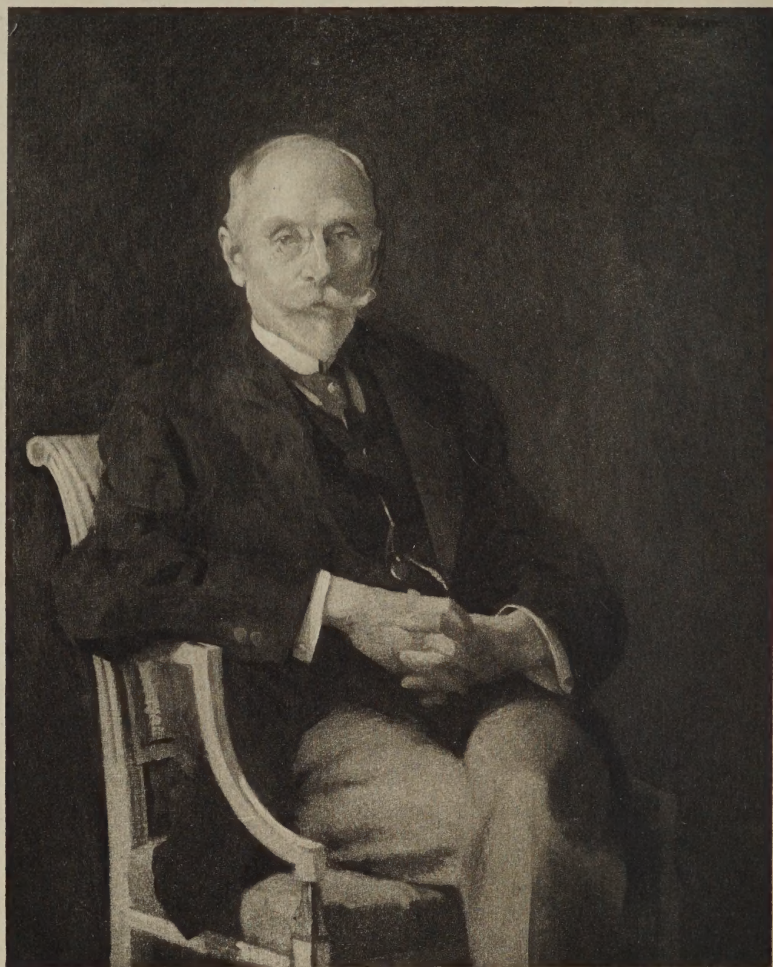




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John Robinson
from the painting by Frank W. Benson
in the Peabody Museum of Salem

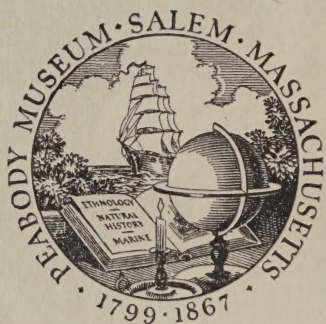
Portraits
OF
Shipmasters and Merchants
IN THE
Peabody Museum of Salem

With an Introduction by
Walter Muir Whitehill



Salem
Peabody Museum
1939

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*Gift of
Mr. Stephen Wheatland
January 12, 1962*

Introduction

IN the autumn of 1799 a group of Salem shipmasters met to found a club so exclusive that only those who had sailed around Cape Horn or the Cape of Good Hope as masters or supercargos would be eligible for membership. As the first New England vessel had reached China some thirteen years before, this requirement made the East India Marine Society comparable, for its time, to a modern aviation club for which only pilots who had successfully crossed the Atlantic or Pacific could qualify. The Society was not only an exclusive but a versatile club, for in addition to frequent dinners lubricated by no less than seventeen toasts, each accompanied by appropriate music from a brass band, and similar solid frivolities, it undertook to pay grants to needy widows and orphans of shipmasters, to collect facts tending towards the improvement of navigation, and to establish a museum of "natural and artificial curiosities, particularly such as are to be found beyond the Cape of Good Hope and Cape Horn."

One hundred and forty years have passed. Salem ships have disappeared; the wharves have rotted away, and the city itself, save for a few fine streets and houses, presents the appearance of any New England industrial town. There are no longer any shipmasters to dine together portentously, and, on occasion, to venture into the streets in procession with their Indian palanquin and other exotic devilments from the East, but the museum, founded by the East India Marine Society, has gained rather than lost with the years, for in 1867 a body of trustees, constituted and endowed by George Peabody of London, bought the building of the

1/62

INTRODUCTION

East India Marine Society, and received the Society's collections in permanent trust.

To the East India Marine Society portraits counted both as house decoration and as "artificial curiosities" for the museum. In 1803 the Society paid the Neapolitan painter M. F. Cornè, then resident in Salem, five dollars for a head of Captain Cook (no. 36), copied in oils from an engraving, and in the same year Captain John R. Dalling presented a portrait of a Bombay merchant, Nasservanjee (no. 84). Six years later Thomas Wren Ward gave the portrait of Eshing (no. 50), a silk merchant of Canton, and in 1823 Joel Powers contributed a small and extremely mediocre painting of Lord Nelson (no. 86).

The first fine picture owned by the Society was the posthumous portrait by James Frothingham of Elias Hasket Derby (no. 44), given by his children in 1824, the year in which the present East India Marine Hall, now occupied by the Peabody Museum, was built. In the following year, with an eye to decorating the new hall, the Society commissioned Gilbert Stuart to paint their former President, Nathaniel Bowditch. Stuart died before completing the portrait, and the unfinished picture was bought from his estate by Dr. Bowditch, and has remained in the family ever since. That mishap caused some delay, but in 1835 Charles Osgood was engaged to paint the portrait of Dr. Bowditch (no. 18), which now hangs in the Museum. In 1849 the children of Joseph Peabody presented a copy (no. 94) by Osgood of the Frothingham portrait of their father. In 1861 a pastel of Captain Henry Elkins (no. 49) was received, and in 1869 oil portraits of Nathan Ward Neal (no. 85) Dudley Leavitt Pickman (no. 97) and Nathaniel Silsbee (no. 126).

INTRODUCTION

The present collection of portraits of shipmasters and merchants is chiefly due to the enterprise of the late John Robinson, who was for fifty years both a trustee and a curator of the Peabody Museum (1875-1925), and for a large share of that period its treasurer as well. Beginning his work in the botanical section of the Museum, John Robinson came to realise the interest of the maritime activity of Salem, which was so rapidly passing into history, and through the seventies, eighties and nineties, while his colleagues were classifying mammals and shells, and lecturing on evolution, he quietly assembled in the Museum all the pictures of ships and their masters, models, nautical instruments, and other objects of marine interest upon which he could lay his hands. He not only preserved the relics of the East India Marine Society (of which he had been elected an honorary member in 1869), but added to them, seeking out objects which, to his contemporaries, often seemed good candidates for the attic, but were in reality capital material for that study of local maritime history which only began some decades later. In 1904 John Robinson placed these collections in the Marine Room, on the ground floor of East India Marine Hall, and in 1930 the portraits were removed to a new gallery opposite, which had been established in his memory. Thus, although he was neither a shipmaster nor a merchant himself, it is fitting that the portrait of John Robinson by Frank W. Benson, also a trustee of the Peabody Museum, should form the Frontispiece of this book.

The greater part of the 175 portraits now owned by the Museum are naturally enough of the nineteenth century, and officers and members of the East India Marine Society predominate. There are, however, some portraits which antedate the

INTRODUCTION

founding of the Society. Revolutionary privateer commanders like James Barr (no. 7), Nicholson Broughton (no. 24), Benjamin Carpenter (no. 29), Jonathan Haraden (no. 62) and Joseph Pratt (no. 98) are represented, as are such eighteenth century merchants and shipmasters as Elias Hasket Derby (no. 43, 44), Edward Allen (no. 2), William Orne (no. 89) and Adam Wellman (no. 147). In addition to the previously mentioned portraits of Eastern merchants, there are pictures of Houqua (no. 162) and Samqua (no. 121), Hong merchants of Canton, Said bin Sultan (no. 119, 120), ruler of Muscat and Zanzibar, Ahmet ben Haman (no. 1) of Muscat, and Taria Topan (no. 175) of Zanzibar. The collection also includes various trustees and officers of the Peabody Museum.

The present catalogue forms part of a cooperative attempt to publish an account of portraits in Salem, which began in 1934 when the Essex Institute undertook the publication in its Historical Collections of an alphabetical catalogue of its own portraits, with biographical notes upon the subjects. This material was reprinted in book form in 1936 under the title of Catalogue of Portraits in the Essex Institute, Salem, Massachusetts, covering three centuries, with an introduction by Rev. Henry Wilder Foote. The Peabody Museum agreed to publish an account of its portraits in the same form, and engaged Mrs. Charles M. Duren, who had prepared the Essex Institute catalogue, to compile biographical sketches of the subjects. The Peabody Museum catalogue appeared serially in the Essex Institute Historical Collections, LXXIII (1937), 170-194, 271-294, 363-394; LXXIV (1938), 65-96, 165-196, 277-296, and is here reprinted, with the addi-

INTRODUCTION

tion of an index and thirty-one illustrations which were not included in the Historical Collections.

Oil portraits, pastels, wash drawings and miniatures are included in the main body of the catalogue. Marble busts and crayon drawings are described in separate sections, but no attempt has been made to include silhouettes, photographs, prints or other portraits produced by mechanical processes.

A description of each portrait is followed by a brief biographical sketch of the subject, and by abbreviated references indicating the sources of the information. A key to the abbreviations used is printed at the end of the catalogue, immediately preceding the index. In the instances where a negative number is given, 8 x 10 photographs may be had from the Museum at one dollar each. Where no negative numbers are indicated, the portraits have not been photographed.

When the catalogue began to appear serially, it had proved impossible to obtain any detailed information about William Austin (no. 6), who was master of the brig *Grand Turk* in 1815, when Antoine Roux painted the water color of the vessel, which is now in the Peabody Museum. Shortly after the sketch on page 6 was printed I learned from Mr. William Downes Austin, a grandson, that Captain William Austin was born at Taunton, Massachusetts, on 17 August 1786; that he retired from the sea in the early eighteen thirties, served as warden of the State's Prison at Charlestown, Massachusetts, and as an agent of mills at Lowell for some years, before moving to Concordia Parish, Louisiana, where he died 21 April 1856. Captain Austin was buried in the family lot in Mount Auburn Cemetery at Cambridge on 6 May 1857.

INTRODUCTION

Similarly at the time of printing it had proved impossible to identify definitely Eshing (no. 50), but shortly after I found, and published in the Essex Institute Historical Collections, LXXIII (1937), 303-310, an account of methods of transacting business at Canton, written in 1809 by Captain Thomas W. Ward, which makes it clear that Eshing was a silk merchant, not a member of the Hong. Captain Ward described him in the following terms: "Of outside merchants Eshing is the first. He is a silk merchant, but deals in teas and nanking likewise. His prices rather high — always has supported the character of an honest man, and many purchase of him without ever seeing their goods. He is the most candid man in Canton — his goods will pass in the United States without opening."

WALTER MUIR WHITEHILL

Contents

	<i>page</i>
Introduction	iii
List of Illustrations	xi
Portraits in the Peabody Museum of Salem	1
Addenda	149
Marble Busts	156
Crayon Portraits	159
Key to Abbreviated References	165
Index	167

List of Illustrations

	<i>opposite page</i>
Frontispiece. John Robinson	iii
Plate I. Ahmet ben Haman	2
Plate II. William Austin	
John Becket, Jr.	6
Plate III. Samuel Benson	8
Plate IV. William Bentley	10
Plate v. John Bertram	12
Plate VI. Nathaniel Bowditch	14
Plate VII. Jeremiah Briggs	
Nicholson Broughton	18
Plate VIII. John Franklin Brooks	20
Plate IX. Benjamin Carpenter	24
Plate X. William Cleveland	28
Plate XI. Jacob Crowninshield	
Benjamin Crowninshield	34
Plate XII. Elias Hasket Derby	36
Plate XIII. Elias Hasket Derby	38
Plate XIV. William Driver	
John Henry Eagleston	40
Plate xv. Henry Elkins	44
Plate XVI. Eshing	46
Plate XVII. William Fettyplace	
John Brown Fisk	48
Plate XVIII. William Gray	54
Plate XIX. Augustine Heard	58
Plate XX. Samuel Kennedy	64

LIST OF ILLUSTRATIONS

Plate XXI.	Edward Sylvester Morse . . .	74
Plate XXII.	William Mugford . . .	76
Plate XXIII.	Nasservanjee . . .	78
Plate XXIV.	Joseph Peabody . . .	88
Plate XXV.	Dudley Leavitt Pickman . . .	
	Joseph Preston . . .	92
Plate XXVI.	Stephen Reynolds . . .	96
Plate XXVII.	Richard Saltonstall Rogers . . .	
	Nathaniel Silsbee . . .	108
Plate XXVIII.	Said bin Sultan . . .	
	Samqua . . .	114
Plate XXIX.	Penn Townsend . . .	128
Plate XXX.	Charles Goddard Weld . . .	138
Plate XXXI.	Nathaniel West . . .	142
Plate XXXII.	John Fisk Allen . . .	
	Addison Richardson . . .	
	Adam Wellman . . .	
	Timothy Wellman . . .	148

Portraits in the Peabody Museum of Salem

1. AHMET BEN HAMAN. Oil by Edward Mooney. Canvas, 41 $\frac{1}{4}$ in. x 35 $\frac{1}{2}$ in. Seated figure, full face. Wears native costume, a turban and black coat, gold trimmed. White robe buttoned to neck, sash at waist. Right hand rests on thigh, left hand wears one gray glove and holds the other. Table at left holds silver ink well, paper, pen, sealing wax and card with signature "Edward Mooney, New York." Gold curtain, seascape with sloop-of-war on right. M 4473. Neg. 717. Plate I.

Gift of Mrs. William McMullan, 1918.

Ahmet ben Haman was an interesting and picturesque figure in Arabian history during the middle of the nineteenth century. In 1835 a treaty of navigation and commerce with the principalities along the shores of the Indian Ocean was ratified by the United States Senate and Commissioner Edmund Roberts of New Hampshire sailed at once in the *Peacock* for the Arabian Coast. He had nearly reached his destination when there was an attempt to board and plunder his vessel by the piratical natives. Aid was sought from Muscat and Ahmet ben Haman was ordered from thence to the *Peacock's* assistance in the sloop-of-war *Sultanee*. Through his good offices the vessel and its crew were saved. In 1840 Ahmet ben Haman sailed for New York on the *Sultanee*, arriving in that city as an accredited representative of the Imam of Muscat, bearing gifts to President Van Buren. Shortly after his arrival the New York Common Council voted \$500. to purchase a portrait likeness of this Arabian emissary. Ahmet ben Haman was accordingly invited to sit for his portrait and Edward Mooney was selected as the artist. This portrait hangs in New York City Hall. A copy by the same artist was made and is now a valued possession of the Peabody Museum at Salem.

[See Conklin Mann, "An odd portrait in the New York City Hall," *Century Magazine*, LXXIX (1909-10), 935.]

PORTRAITS IN THE PEABODY MUSEUM

2. EDWARD ALLEN, 1735-1803. Oil by unknown artist. Canvas, 16½ in. x 13 in. Part of portrait mentioned by Dr. William Bentley as having been cut down by him in 1816. Head and shoulders, three-quarters face to left. Brown hair, white stock, turned-over collar. Blue coat and waistcoat. Gray background. M 371. Neg. 2253.

Gift of Misses Marion C. and Elizabeth C. Allen, 1891.

Edward Allen, merchant and shipmaster, was born at Berwick-on-Tweed, England, about 1735. In 1757 he came to America, settling at Salem, and on 18 January 1759 married at Salem Ruth (Hodges) Gardner, widow of Israel Gardner and daughter of Gamaliel and Sarah (Williams) Hodges. Three children were born of this union. Mrs. Ruth Allen died about 10 October 1774, and in 1778 Captain Allen married Margaret Lockhart of North Carolina. Among the vessels commanded by Captain Allen were the schooners *Baltick* and *Industry*, the ship *Antelope*, the brig *Neptune*, and others engaged in coastwise and foreign trade. In 1793 it was recorded by Dr. Bentley that Captain Allen owned several negro servants and kept a shop for the sale of general goods. Captain Allen's mansion house on Derby Street, at the corner of Hardy Street, was an imposing building for its times, boasting a high turret which was blown over during a storm in 1781. He owned much other real estate in Salem, and a short time before his death purchased a farm at Salem Neck for summer occupancy. He joined the Salem Marine Society in 1766 and served as its Deputy Master from 1802 until his death, 27 July 1803. Mrs. Margaret (Lockhart) Allen died on 13 August 1808.

[See *Essex Co. Prob. Rec.*, Docket 394; *Salem Vit. Rec.* (printed), III, 45, 402, V, 43, 45; *E. I. H. C.*, IV (1862), 76; *Laws S. M. S.*, 121, 125; *Early Shipping*, 9, 10, 122; Perley, III, 330; Bentley, *Diary*, I, 49, 102, 109, 127, 332, II, 36, III, 24, 27, 34, 378, 395, IV, 383; Gardner, *Thomas Gardner and some of his descendants*, 147.]



AHMET BEN HAMAN

No. 1

PORTRAITS IN THE PEABODY MUSEUM

3. EDWARD ALLEN, JR., 1764-1845. Oil by Charles Osgood, 1844. Canvas, $29\frac{1}{4}$ in. x $24\frac{1}{4}$ in. Half length portrait of elderly man. Head three-quarters to right, eyes front. Light brown hair tied at back, short side whiskers, white stock, double-breasted dark coat, buttoned up to stock. Dark background. M 1462.

Gift of Mrs. Duncan Galbraith, 1909.

Edward Allen, Jr., was born 21 March 1764, the son of Edward and Ruth (Hodges) Allen. He followed the sea at a very early age, sailing on many foreign voyages. He was part or sole owner of the brig *Jason* and the brigantine *Hector*, besides several other Salem vessels. He became a member of the Salem Marine Society in 1797, and on 2 October 1798 married Anna Fiske, born 12 June 1770, the daughter of John and Lydia (Phippen) Fiske. Captain Allen purchased the beautiful farm at Salem Neck formerly owned by his father and there planted a market garden and constructed an artificial fish pond, wharves and a summer house. By previous losses in Spain and by his business failure in 1810, Captain Allen's resources were greatly depleted and his more elaborate plans for the improvement of his farm could not be fulfilled. Captain Allen died at St. Michael's Island in the Azores on 5 December 1845, surviving his wife whose death occurred in Salem on 6 March 1826.

[See *Essex Co. Prob. Rec.*, Docket 394; *Salem Vit. Rec.* (printed), I, 34, 302, III, 45, V, 43; *E. I. H. C.*, IV (1862), 136, LXVII (1931), 301; *Salem Ship Reg.*, 37, 70, 95, 186, 194, 200; *Laws S. M. S.*, 129; Bentley, *Diary*, III, 395, 430, 432, 453, 455, 509-11; Pierce, *Fiske-Fisk Genealogy*, 103.]

4. JOHN FISK ALLEN, 1807-1876. Oval miniature in oil by unknown artist. Dimensions, $3\frac{1}{4}$ in. x $2\frac{5}{8}$ in. Waist length portrait of young man, almost full face. Thick, dark, curling hair, parted near center, short side whiskers, dark eyes. High collar, white stock, frilled shirt, white waistcoat,

PORTRAITS IN THE PEABODY MUSEUM

dark blue coat with brass buttons. Dark blue-gray background. M 372. Neg. 5001. Plate XXXII.

Gift of Misses Marion C. and Elizabeth C. Allen, 1892.

John Fisk Allen, merchant and shipowner, the son of Edward and Anna (Fiske) Allen, was born in Salem on 14 July 1807. As a young man he entered the employ of Pickering Dodge, the eminent Salem merchant, and sailed as supercargo and also as master of various Salem vessels to India and other foreign countries. He joined the East India Marine Society in 1832 and the Salem Marine Society in 1836. On retiring from the sea, he entered mercantile life, and was at one time a partner with his brother Edward Allen. He was part owner of the barks *Cavalier* and *Trenton*, the brigs *Curlew* and *Gentleman*, the schooners *Virginia* and *William Penn*, and the ship *Gov. Endicott*. John Fisk Allen was an original member of the Essex Institute, and its Vice President from 1864 to 1867. He became greatly interested in horticulture, was a life member of the Massachusetts Horticultural Society, and published a treatise on grape culture and a large folio monograph on the *Victoria Regia*, the great water lily of America (Boston, 1854). This great lily was among the many rare and beautiful plants he cultivated in his extensive greenhouses on Warren Street, Salem. On 16 December 1833 he married Lucy Pickering Dodge, born in Salem 17 March 1810, the daughter of Pickering and Rebecca (Jenks) Dodge. She died near Richmond, Virginia, on 6 August 1840, and on 13 October 1842 Mr. Allen married as a second wife Mary Hodges Cleveland, born 6 April 1817, the daughter of George and Elizabeth (Hodges) Cleveland. The second Mrs. Allen died at Salem 14 November 1873, and Mr. Allen died 18 October 1876.

[See *Salem Vit. Rec.* (printed), I, 35, III, 46, V, 44; *E. I. H. C.*, LXX (1934), 172; *Salem Ship Reg.*, 29, 37, 70, 74, 186, 194, 200; *History E. I. M. S.*, 63, 71; *Laws S. M. S.*, 136; *Salem Register*, 19 October, 9 November 1876; *Salem Observer*, 21 October 1876; Ellery and Bowditch, *Pickering Genealogy*, II, 461; Cleveland, *Cleveland Genealogy*, I, 502, II, 1078.]

PORTRAITS IN THE PEABODY MUSEUM

5. NATHANIEL ANDREW, 1813-1864. Oval miniature by unknown artist. Dimensions, $2\frac{1}{4}$ in. x $1\frac{3}{4}$ in. Portrait of a young man, head and shoulders. Head three-quarters to right, dark hair, short side whiskers, dark eyes looking front. High collar, black stock, square gold and black enamel shirt pin. Dark gray coat and waistcoat, brass buttons. Reddish-purple background. M 3908. Neg. 5001.

Purchase, 1933.

Nathaniel Andrew, master mariner, the son of Samuel and Martha (Patterson) Collins Andrew, was probably born at Salem about 1813. He married on 23 May 1839 Abby E. Durgin of Boston, who was born at Sanbornton, N. H., about 1814, the daughter of William and Dolly (Weeks) Durgin. Mrs. Andrew died at Salem 26 March 1870. Captain Andrew joined the Salem Marine Society 1 June 1844. He sailed on many foreign voyages and commanded, among other vessels, the bark *Brazil* in 1843 and 1845, and the bark *Dragon* on two voyages to Buenos Ayres in 1850 and 1851. He also sailed with the same vessel to China in 1852. On 20 January 1864, while in command of the fine Boston-built ship *Elvira*, sailing with a valuable cargo from Calcutta to Boston, Captain Andrew was caught in a terrific hurricane in the Bay of Bengal. Out of a crew of twenty-five men all but three were drowned. Among those lost were Captain Andrew and the first mate, said to be his brother.

[See *Essex Co. Prob. Rec.*, Dockets 6042, 31407, 49384; *Salem Vit. Rec.* (printed), III, 51, IV, 443; *Salem City Hall Rec.*, VI, 263; *E. I. H. C.*, LXI (1925), 130-1; *Salem Ship Reg.*, 24; *Laws S. M. S.*, 138; *Salem Gazette*, 15 April 1864; Putnam, III, 74-5; Runnels, *History of Sanbornton, N. H.*, 237.]

6. WILLIAM AUSTIN. Oval pastel by A. Diezen, 1806. Dimensions, 11 in. x 9 in. Head and shoulders. Profile facing left. Dark hair tied at back of neck. High white stock, ruffled shirt, dark coat. Medium background. M 4063. Neg. 4999. Plate II.

Purchase, 1934.

PORTRAITS IN THE PEABODY MUSEUM

William Austin, shipmaster, was in the employ of William Gray of Boston during the second decade of the nineteenth century, but the dates of his birth and death have not been found. The brig *Grand Turk*, the third vessel of the name, was, when the end of the War of 1812 brought a close to her distinguished career as a privateer, sold to William Gray, who refitted her for mercantile voyages. With William Austin as master the *Grand Turk* cleared from Boston on 29 June 1815 for Marseilles, where she arrived in August. During her stay at Marseilles Antoine Roux, Sr., painted the superb picture of the vessel saluting Marseilles, now in the Peabody Museum. The *Grand Turk*, under the command of William Austin, arrived in Boston 17 November 1815. In 1816 Captain Austin again appears in the employ of William Gray as master of the 436-ton ship *Fawn*, built at Charlestown in 1812.

[See Peabody, *The Logs of the Grand Turks*, 157-215, 237; Gray, *William Gray of Salem, Merchant*, 107, 109.]

7. JAMES BARR, 1754-1848. Oval oil by unknown artist painted at Leghorn, 1806. Canvas, 21½ in. x 18½ in. Head and shoulders, middle-aged man. Head slightly to left, blue eyes, ruddy complexion. Thin gray hair brushed over forehead, white stock tied in bow knot. White waistcoat, brown double-breasted coat. Blue-gray background. M 378. Neg. 3860.

Bequest of James Barr Curwen, 1896.

James Barr, shipmaster, was born in Salem on 29 August 1754, the son of James Barr and his first wife, Mary (Ropes) Barr. Captain James Barr was married on 23 December 1779 to Eunice Carlton, daughter of Colonel Samuel and Eunice (Hunt) Carlton. During and after the Revolution Captain Barr was almost constantly at sea and commanded several private-armed vessels. He was master of the brigantines *Adventure*, *Eunice* and *Montgomery*, the brig *Talent*, the ship *Hope*, the privateer ship *Rover* and the schooners *Union* and *Trial*. He also held the post of First Lieutenant on the sloop *Black*



WILLIAM AUSTIN

No. 6



JOHN BECKET, JR.

No. 9

PORTRAITS IN THE PEABODY MUSEUM

Snake, of which William Carlton was master. In 1789, under commission from Congress, Captain Barr served as commander on the ship *Oliver Cromwell*, a Salem-owned vessel. After the war he sailed in the merchant service on several trips to the Indies. He became a member of the East India Marine Society in 1799. Captain Barr died 19 January 1848 in Salem, his wife having died previously in March 1838.

[See *Salem Vit. Rec.* (printed), I, 68, 156, III, 81, V, 70; *E. I. H. C.*, XXVII (1890), 126-48; *Salem Ship Reg.*, 4, 55, 60, 75, 89, 130, 154, 182, 187, 191; *History E. I. M. S.*, 55; Allen, *Massachusetts Privateers of the Revolution*, 225; Information at Peabody Museum.]

8. JOHN BECKET, 1746-1804. Oil by unknown artist painted in Florence, Italy, about 1790. Canvas, 28½ in. x 23¼ in. Half-length seated figure. Almost full face, eyes front. Dark blue uniform, white stock, high white collar, frilled shirt, pale yellow waistcoat. Right hand holds dividers. Dark brown hair brushed over forehead, side whiskers. Medium gray background. M 437. Neg. 5026.

Bequest of Elizabeth Becket Rhuee, 1901.

John Becket, caulker, boat builder and shipwright, was born 17 November 1746, the son of John Becket, shipwright, and his first wife, Rebecca Beadle of Boston. John Becket's first wife was Sarah Browne, the daughter of William Browne, whom he married 16 March 1769. She was drowned on 17 June 1773. He married Elizabeth Ingersoll on 9 March 1775 and her death occurred on 23 January 1790. 24 January 1791 Captain Becket married Sarah Dean, the daughter of Thomas Dean and his first wife, Sarah (Phippen) Dean. Mrs. Sarah (Dean) Becket died 5 November 1834. Captain John Becket became a member of the Salem Marine Society on 27 August 1795. He died 19 August 1804. The inventory of his estate shows a mansion house in Salem between Becket and English Streets, several lots of land and part of a pew in Dr. Bentley's meeting house. There is no

PORTRAITS IN THE PEABODY MUSEUM

authentic record of any voyages made by him, but he was undoubtedly sole or part owner of several vessels.

[See *Essex Co. Prob. Rec.*, Docket 2242; *Salem Vit. Rec.* (printed), I, 84, III, 97, 98, V, 80-1; *Laws S. M. S.*, 129; Perley, II, 224.]

9. JOHN BECKET, 1776-1816. Pastel by Christian Horneman (1765-1844) of Copenhagen, signed "Horneman, Copenhagen, 1811". Dimensions, 14½ in. x 13½ in. Head and shoulders, almost full face, eyes front, curling dark hair. White stock tied in bow knot, high white collar, yellow waistcoat, dark coat. Medium gray background. M 311. Neg. 2553. Plate II.

Bequest of Elizabeth Becket, 1883.

John Becket, Jr., shipmaster, was born in Salem in 1776, the son of John and Elizabeth (Ingersoll) Becket. He was married on 2 August 1807 to Sarah, daughter of Deacon James Brown of Salem. Captain Becket joined the East India Marine Society in July 1806. He commanded the bark *Mary* in 1806 and in 1809 was master of the bark *Pacific*, which had been altered from a brigantine. He was also part owner of the pinkie *Fame*, which brought the first prize into Salem in the War of 1812. Captain John Becket, Jr., died at sea on 24 October 1816 on a passage from Cork, Ireland.

[See *E. I. H. C.*, II (1860), 60; *Salem Ship Reg.*, 59, 116, 138; *History E. I. M. S.*, 57; *Essex Antiquarian*, VII (1903), 174, VIII (1904), 15-17; Information at Peabody Museum.]

10. JOHN BELL, 1779-1809. Pastel by unknown artist. Dimensions, 19¾ in. x 17 in. Head and shoulders, almost full face, dark hair, short side whiskers. White stock, tied in bow knot, striped waistcoat, gold pin. Right hand in opening of dark coat. Spyglass under right arm. Gray-blue background. M 3559. Neg. 2576.

Purchase, 1930.

John Bell, shipmaster, was born about 1779 and mar-



SAMUEL BENSON

No. 11

PORTRAITS IN THE PEABODY MUSEUM

ried on 27 February 1802 Elizabeth Driver, baptized in June 1779, the daughter of Stephen and Elizabeth (Lawrence) Driver of Marblehead. Captain Bell was master of the schooner *Lark* in 1807 and in 1809 commanded the brig *Lucy*. He was washed overboard in a heavy gale and drowned on 29 August 1809, at the age of thirty years. Mrs. Elizabeth (Driver) Bell survived her husband and administered on his estate in October 1809.

[See *Essex Co. Prob. Rec.*, Docket 2315; *Salem Vit. Rec.* (printed), I, 265, III, 102, 315, V, 84; *Salem Ship Reg.*, 104, 110; Cooke, *The Driver Family*, 125.]

11. SAMUEL BENSON, 1789-1862. Oil by George Southward (1803-76). Canvas, 29½ in. x 24½ in. Seated figure of elderly man, almost full face. Dark brown hair, dark complexion, high collar, black stock. Low-cut waist coat, dark coat. Dark gray background. M 357. Neg. 4195. Plate III.

Gift of George Weston Benson, 1880.

Samuel Benson, shipmaster and factor, was born in Salem 22 August 1789, the son of Samuel and Elizabeth (Burrill) Benson. His first wife was Rebecca Oliver, baptized 18 September 1796, the daughter of William and Rebecca Oliver. Their marriage occurred on 21 September 1817. Mrs. Rebecca (Oliver) Benson died on 15 October 1830 and on 14 March 1832 Captain Benson married as a second wife Sarah Maria Prentiss, baptized in Marblehead on 10 May 1801, the daughter of Captain John Bubier Prentiss and his wife Sarah (Orne) Prentiss. Mrs. Sarah (Prentiss) Benson died in Salem 9 October 1872. Captain Benson was a member of Essex Lodge, F. and A. M., Clerk (1858-62) of the Salem Marine Society, which he joined 29 December 1836, and a member of the East India Marine Society from September 1822 until his death. He made many foreign voyages as master of the brigs *Reaper* and *Cherokee* and of the Boston and New York owned vessel the *Jones*. He is recorded as sailing to Sumatra, Padang, Rotterdam, Havana, Batavia and ports in France. He was concerned in the pepper trade as well as in other branches of the

PORTRAITS IN THE PEABODY MUSEUM

merchant service. Captain and Mrs. Benson lived on Forrester Street in Salem, where he died on 30 March 1862.

[See *Essex Co. Prob. Rec.*, Docket 32576; *Salem City Hall Rec.*, VI, 185, XII, 26; *Salem Vit. Rec.* (printed), I, 87, III, 104, V, 85; *Marblehead Vit. Rec.* (printed), I, 411; *E. I. H. C.*, LX (1924), 293; *Salem Ship Reg.*, 101, 154; *History E. I. M. S.*, 60; *Laws S. M. S.*, 136; Putnam, I, 51, 64, 65; Salem Directories, 1857-72; Information at Peabody Museum.]

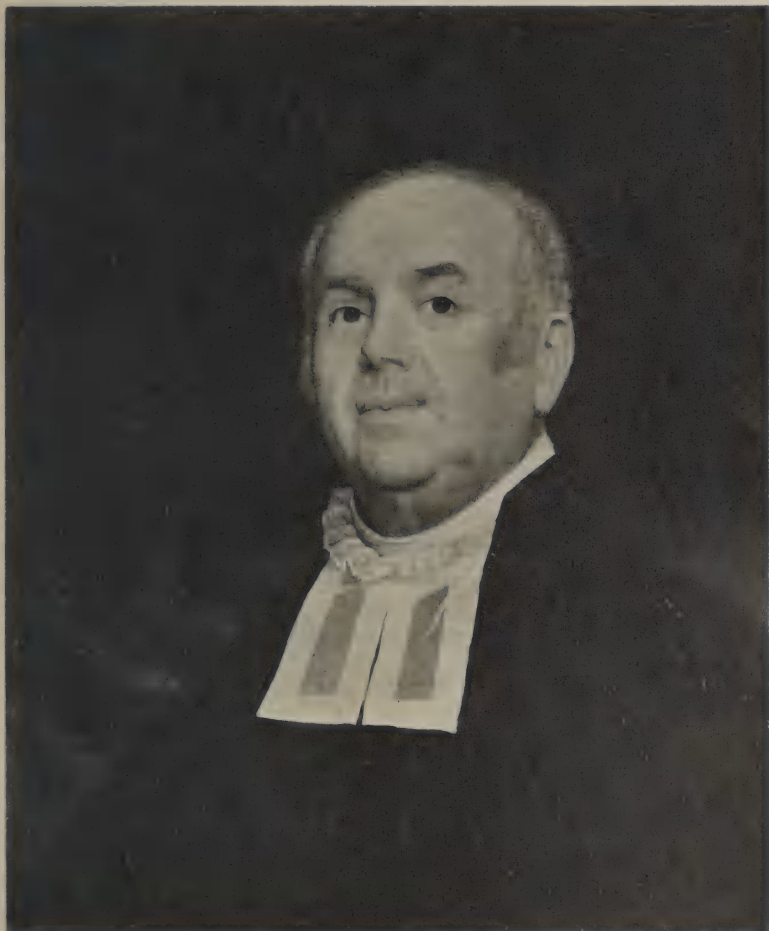
12. WILLIAM BENTLEY, 1759-1819. Oil by James Frothingham (1786-1864), presented to Dr. Flint, whose widow gave it to Mary Townsend, who gave it to her nephew Henry F. Waters, who gave it to Lawrence Waters Jenkins. Canvas, 25 $\frac{1}{4}$ in. x 21 $\frac{1}{4}$ in. Elderly gray-haired man, short side whiskers, dark eyes facing front, fair ruddy complexion, head tilted slightly back. Wears clergyman's white neckbands. Black coat, dark brown background. M 4474. Neg. 1163. Plate IV.

Gift of Lawrence Waters Jenkins, 1936.

13. WILLIAM BENTLEY, 1759-1819. Oil by unknown artist. Canvas, 11 $\frac{3}{4}$ in. x 9 $\frac{7}{8}$ in. Pose and coloring very similar to the Frothingham portrait, of which it appears to be a copy reduced in scale by an incompetent painter. M 334.

Gift of Miss C. Goodridge, 1876.

Rev. William Bentley was born in Boston on 22 June 1759, the son of Joshua Bentley and his wife Elizabeth Paine, who was the daughter of William Paine of Boston. William Bentley received the degree of A. B. from Harvard College in 1777, served as Tutor from 1780 to 1783, and in 1819 received the honorary degree of S. T. D. Called to assist Rev. Mr. Diman at the East Church in Salem, Dr. Bentley eventually remained as its pastor. He was a sound scholar and antiquarian, and his *Diary*, published by the Essex Institute, gives an extraordinary picture of the life of Salem during the quarter of a cen-



WILLIAM BENTLEY

No. 12

PORTRAITS IN THE PEABODY MUSEUM

tury which he spent there. A great student of politics, he entered enthusiastically into the civic life of his adopted city. His life abounded in good deeds, and he was beloved and respected not only by his parishioners but by every citizen of Salem. He assisted the founders of the East India Marine Society in drawing up its by-laws, and recorded the first gift to the Society's Museum in his *Diary*. Dr. Bentley died unmarried in Salem on 29 December 1819.

[See *Salem Vit. Rec.* (printed), V, 85; *E. I. H. C.*, LXX (1934), 179; Osgood-Batchelder, 134; Bentley, *Diary*, II, 119, 321-2, 382; *Quinquennial Catalogue of Harvard University*.]

14. AARON W. BERRY, 1828-1865. Oil by unknown artist. Canvas, 54 in. x 38 in. Three-quarters length standing figure, face turned slightly to right. Dark brown hair, parted at left, full beard. Upright collar, red and black striped bow tie, frock coat with velvet collar, gold watch chain with locket. Right hand rests on hip, left hand touches book on table. Neutral gray background. M 3125.

Gift of James W. Berry, 1927.

Aaron W. Berry, shipmaster, was probably born in Salem about 1828, the son of Samuel and Anna (Darling) Berry. Samuel Berry was a farmer and the family resided in Salem on March Street. Aaron W. Berry was master of the Salem-owned ship *Shirley* in 1852. Purchased by Silsbee, Pickman and Stone, this vessel was fitted by them for the East India trade, and is recorded as sailing from Boston to Melbourne and Manila with valuable cargoes. Captain Berry joined the Salem Marine Society on 5 November 1861. He married Elizabeth Day Godfrey, born 16 December 1835 at Hampton, New Hampshire, the daughter of Captain Jonathan and Theodate (Hobbs) Godfrey. Captain Berry purchased a house on Emerson Street in Melrose, Massachusetts, in 1864 and here he died on 7 April 1865. The inventory of his estate shows property on Skerry Street in Salem

PORTRAITS IN THE PEABODY MUSEUM

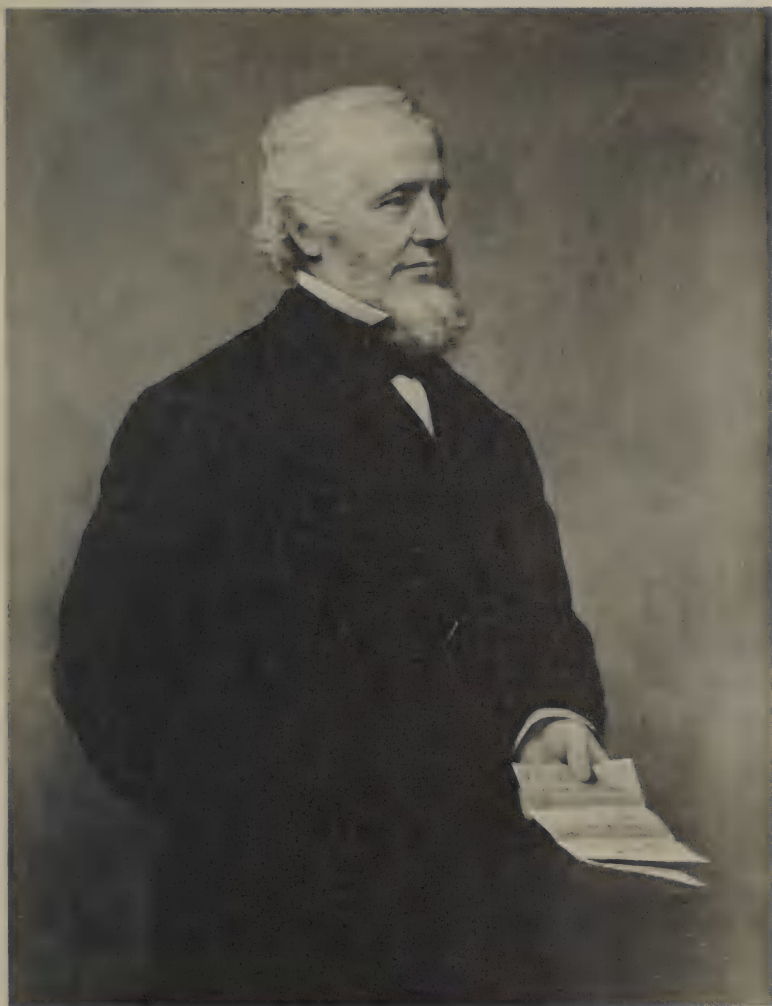
and a lot in Harmony Grove Cemetery, where he was interred. His remains were later removed to Hampton, New Hampshire. Mrs. Berry married as her second husband, George Moulton of Kensington, New Hampshire.

[See *Essex Co. Prob. Rec.*, Docket 32650; *Middlesex Co. Prob. Rec.*, Docket 27334; *Middlesex Reg. of Deeds*, vol. 924, p. 293; *Laws S. M. S.*, 141; Putnam, III, 115; Salem Directories, 1850-9; Dow, *History of Hampton, N. H.*, II, 600, 732.]

15. JOHN BERTRAM, 1796-1882. Oil by Edgar Parker, painted from photographs, 1883. Canvas, 41½ in. x 32¼ in. Standing figure of elderly man, facing right. Gray hair and beard, shaven upper lip. High white collar, black stock, dark frock coat, gold watch chain. Holds open letter in left hand, right hand behind back. M 368. Neg. 5027. Plate V.

Gift of Bertram Family, 1889.

John Bertram, famous Salem merchant, was a native of the Isle of Jersey, where he was born 11 February 1796. His parents were John and Mary (Perchard) Bertram. John Bertram followed the sea for several years, then upon retirement, he became owner of many merchant vessels sailing to foreign ports in all parts of the world. Western railroading also engaged his attention and at his death he had amassed a large fortune. The Bertram Home for Aged Men owes its existence to his bounty, and his patronage also extended to the Salem Hospital and the Children's Friend Society, as well as to other enterprises of a philanthropic nature. The Salem Public Library is housed in Captain Bertram's residence which was donated to the City of Salem shortly after his death. He became a member of the Salem Marine Society in 1829 and of the East India Marine Society in 1830. Captain Bertram's first wife was Mary Smith and he married, secondly, Mrs. Clarissa (MacIntire) Millet. Mary Ann Ropes, his third wife, survived him. Captain John Bertram died on 22 March 1882 in Salem.



JOHN BERTRAM

No. 15

PORTRAITS IN THE PEABODY MUSEUM

[See *E. I. H. C.*, XV (1879), 307-8, XXI (1884), 81-96; *History E. I. M. S.*, 62; *Laws S. M. S.*, 135; *Salem Register*, 23 March 1882; Osgood-Batchelder, 134-6.]

16. BLACK HAWK, 1767-1838. Oil by unknown artist. Canvas, 29½ in. x 24 in. Waist length figure, head turned slightly to right. Dark complexion, bald head except scalp lock, red head ornament. Shell ornaments over ears, white shirt, large collar open at neck, necklace of colored beads, medal hanging around neck on blue ribbon. Red blanket with blue border, around waist and over left shoulder. Pale gray-green background. E 22567.

Gift of Dr. Charles Goddard Weld.

Black Hawk was a famous chieftain of the Sac and Fox tribes of Indians. By birth a Pottawattomie Indian, he was a native of Kaskaskia, Illinois, born about 1767. His father was head chieftain of the Sacs, and Black Hawk succeeded to his title in 1788. Becoming disaffected with the United States government, he joined the British forces during the 1812 War, but although a brave and dauntless fighter, several times met with defeat. In 1833 Black Hawk, his two sons and seven other Indian warriors were captured and confined in Fortress Monroe as hostages. He died at his camp on the Des Moines River in Iowa on 3 October 1838.

[See Lippincott, *Pronouncing Biog. Dict.* (5th ed.), 391; *Americana*, X, 46; Appleton, *Cyclopedia of American Biog.*, I, 273; Drake, *Dict. of American Biog.*, 94.]

17. ROBERT BLAKE, 1599-1657. Oil portrait, a copy of an old painting. Canvas, 24½ in. x 21 in. Three-quarters length figure, head three-quarters to right, eyes front, long curling brown hair and small moustache. Breastplate worn over a blue coat, white neckerchief, pink sash over right shoulder, brown cape. Cannon in lower left corner. Gloved hand on hip. M 858.

Gift of Edward M. Raymond, 1907.

PORTRAITS IN THE PEABODY MUSEUM

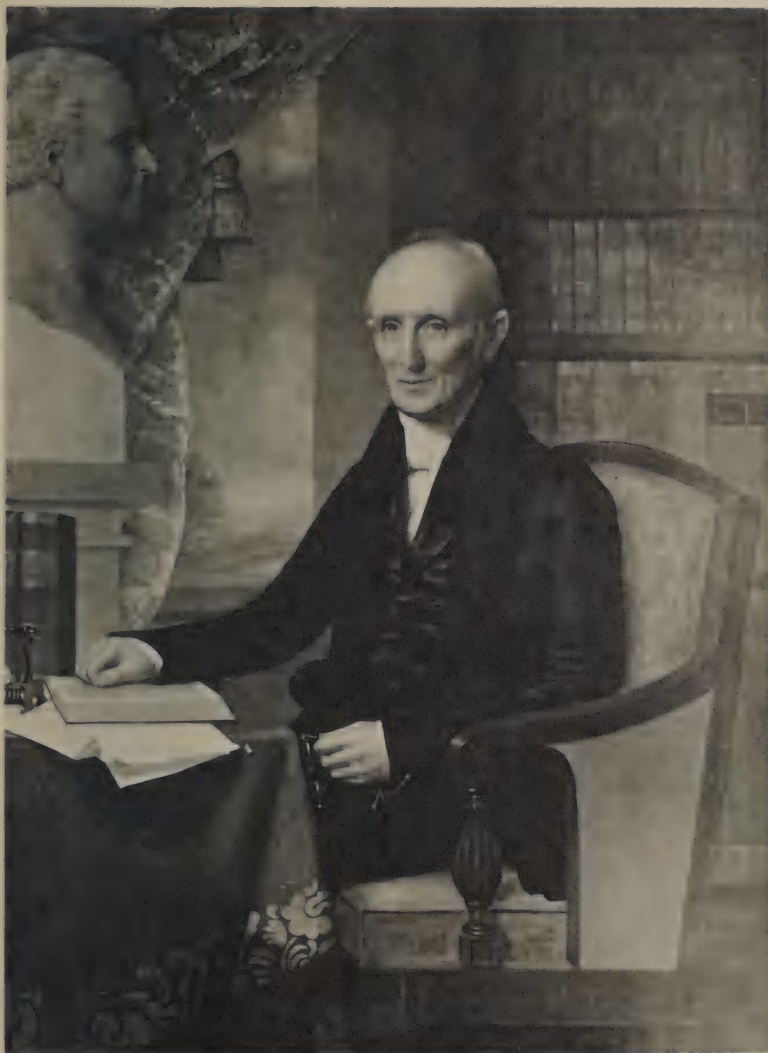
Robert Blake, British Admiral, was baptized at Bridgewater, Somersetshire, England, on 27 September 1599, the son of a wealthy merchant. After his graduation at Oxford, Robert Blake entered politics and became a member of Parliament. Later, having received a naval education, he commanded a squadron blockading Prince Rupert and capturing many Portuguese galleons. For this brave adventure he was dubbed the "General of the Seas." He participated in other successful engagements, but was finally obliged, on account of failing health, to retire from active service. Admiral Blake died at sea on 15 August 1657. His body was brought to London and interred in Westminster Abbey, but in 1661 Charles II ordered the remains of Blake and some others removed from the Abbey and Blake was reburied in St. Margaret's Churchyard.

[See Lippincott, *Pronouncing Biog. Dict.* (5th ed.), 394; *Encyclopedia Britannica* (11th ed.), IV, 35.]

18. NATHANIEL BOWDITCH, 1773-1838. Oil by Charles Osgood, painted by order of the East India Marine Society, 1835. Canvas, 58 in. x 43½ in. Three-quarters length seated figure of elderly man. Eyes front, gray hair, short side whiskers, bald on top of head. White stock, black satin waistcoat, black coat and trousers. Seated in red upholstered chair, right hand on open book on table at left. Left hand holds silver-rimmed spectacles. Ink well, paper and books on table. Marble profile bust of the Marquis de la Place, pedestal, gold-colored curtain, landscape and bookcase in background. M 370. Neg. 5028. Plate VI.

Purchase, 1835.

Nathaniel Bowditch was born in Salem 26 March 1773, the son of Habakkuk and Mary (Ingersoll) Bowditch. His schooling was brief, for at the age of ten he went to work in his father's cooper's shop, and at twelve was apprenticed to a firm of ship chandlers. During this time, however, he was constantly reading, and through



NATHANIEL BOWDITCH

No. 18

PORTRAITS IN THE PEABODY MUSEUM

the kindness of Dr. Bentley, Dr. Prince, the Hon. Nathan Reed and the Salem Athenaeum had access to a remarkable collection of scientific books. At 17 he began to teach himself Latin and soon after began the study of modern European languages. In 1795 he sailed to the Isle of Bourbon as clerk in the ship *Henry*, and between 1796 and 1800 made three voyages as supercargo in the *Astrea* under Captain Prince. On his fifth and last voyage, 1802-1803, he was master, supercargo and part owner of the ship *Putnam*. Although little interested in practical seamanship, he devoted all his leisure at sea to the study of navigation so that he soon found innumerable errors in the current books on the subject. His *New American Practical Navigator*, published in 1802, and still in use after having passed through dozens of editions, brought him the honorary degree of Master of Arts from Harvard College in the same year. This was followed by the degree of LL. D. in 1816. From 1810 to 1826 was an Overseer and from 1826 to 1838 a Fellow of Harvard College. On his retirement from the sea, Dr. Bowditch became president of the Essex Fire and Marine Insurance Company in Salem, and held that office until he removed to Boston in 1823 to take up duty as actuary of the Massachusetts Hospital Life Insurance Company. He became a member of the East India Marine Society in 1800 and served as its president from 1820 to 1823. The latter years of his life were devoted to the translation and annotation of the Marquis de la Place's *Mécanique Céleste*. Dr. Bowditch married on 25 March 1798 Elizabeth Boardman, daughter of Captain Francis and Mary (Hodges) Boardman of Salem. She died 18 October 1798. His second wife was his first cousin Mary Ingersoll, daughter of Jonathan and Mary (Hodges) Ingersoll, to whom he was married on 28 October 1800. She died 17 April 1834 and Dr. Bowditch died in Boston 16 March 1838.

[See *E. I. H. C.*, IV (1862), 9, XV (1879), 301, LXX (1934), 183-4, 209-26; *Salem Ship Reg.*, 14, 98, 151; *History E. I. M. S.*, 55; *Laws S. M. S.*, 125, 134; *Early Shipping*, 46, 180.]

PORTRAITS IN THE PEABODY MUSEUM

19. HENRY GARDNER BRIDGES, 1789-1849. Oil by Henry Cheeves Pratt (1803-80), 1834. Canvas, 26½ in. x 24 in. Waist length figure, almost full face, eyes front. Ruddy complexion, thick dark hair, short side whiskers, frilled shirt, white stock. Left arm rests on arm of chair, left hand is gloved and holds the other glove. Dark medium brown background. M 2090. Neg. 2569.

Bequest of Henry Gardner Bridges, 1916.

Henry Gardner Bridges, shipmaster, was born at Andover, Massachusetts, on 11 May 1789, the son of James Bridges, farmer and storekeeper, and his wife, Elizabeth (Gardner) Bridges, widow of Nathaniel Dabney. Henry G. Bridges married Eliza Chadwick on 12 May 1824. She was born in Salem on 12 January 1791, the daughter of Gilbert and Elizabeth (Kimball) Chadwick. Captain Bridges first sailed in the ship *Hazard* in 1804. From 1822 to 1824 he commanded the brig *Cambrian* which was in the South American and European trade, and in 1829 was master of the ship *Janus* which brought a cargo of salt, wine and letter paper to Gideon Tucker in Salem. He continued as master of the *Janus* from 1832 to 1835, and commanded the *Navigator* in 1839 and the *Isaac Hicks* in 1842. The ship *Brenda* with Captain Bridges as master in 1845 made the last entry into Salem from ports in India, bringing with it a cargo of pepper and cordage to Michael Shepard. Captain Bridges joined the East India Marine Society in July 1822. He died at Whampoa, China, 21 December 1849 and his wife died in Salem on 19 March 1850.

[See *Salem Vit. Rec.* (printed), I, 165, III, 134, 199, V, 104; *Salem City Hall Rec.*, VI, 75; *Andover Vit. Rec.* (printed), I, 79; *E. I. H. C.*, LXXII (1936), 251; *Salem Ship Reg.*, 24, 27, 93; *History E. I. M. S.*, 60; *Salem Register*, 21 March 1850; Osgood-Batchelder, 145, 195; Four Journals of brig *Cambrian* at E. I.]

20. JAMES BUFFINGTON BRIGGS, 1790-1857. Oil by unknown foreign artist. Canvas, 27 in. x 20 in. Three-quarters head to right. Light complexion,

PORTRAITS IN THE PEABODY MUSEUM

light brown curling hair brushed toward face, short side whiskers. High white stock and waistcoat, dark blue coat with brass buttons. Gray background shading to lighter around the head. M 379. Neg. 2570.

Gift of Miss Mary Ellen Briggs, 1885.

James Buffington Briggs, master mariner, was born in Scituate, Massachusetts, on 22 October 1790, the son of Elijah and Hannah (Buffington) Briggs. When but a youth he was employed in the counting house of John Forrester, but seeking a more active life he made several voyages as supercargo and captain in the East India and China trade. He joined the East India Marine Society in 1821 and the Salem Marine Society in 1837. His Masonic affiliations were with the Essex Lodge, F. and A. M. He was also President of the Essex Insurance Company. Captain Briggs sailed in 1823 as master of the 271-ton ship *Emerald*, owned by John and Thomas H. Forrester and built by Elijah Briggs. Captain Briggs married on 31 May 1821 Maria Hosmer, born at Salem 19 October 1797, the daughter of Joseph and Hannah (Webb) Hosmer. Captain and Mrs. Briggs lived for many years on Forrester Street in Salem. He died on 3 November 1857 and she on 5 February 1868.

[See *Salem Vit. Rec.* (printed), III, 135; *Salem City Hall Rec.*, VI, 144, 240; *Scituate Vit. Rec.* (printed), I, 46; *E. I. H. C.*, III (1861), 215; *Salem Ship Reg.*, 51; *History E. I. M. S.*, 60; *Laws S. M. S.*, 137; *Salem Directories*, 1857-66; *Putnam*, II, 49; *Osgood-Batchelder*, 215.]

21. JEREMIAH BRIGGS, 1780-1844. Oil signed by M. Vervoort, 1825. Canvas, 38 in. x 32½ in. Seated figure in green and gold chair. Head slightly to left, eyes front. Thick dark hair, short side whiskers. High collar, white stock tied in bow knot, low-cut white waistcoat. Double-breasted coat, dark trousers, watch fob. Right hand over right arm of chair, left hand in coat opening. Dark gray background. M 3513. Neg. 5029. Plate VII.

Bequest of Miss Clara H. Briggs.

PORTRAITS IN THE PEABODY MUSEUM

Jeremiah Briggs, master mariner, the son of Johnson and Ruth (Stileman) Briggs, was, according to a note on the back of this portrait, born 22 July 1780. On 9 September 1807 he married Mary Collins of Danvers, daughter of John Collins, mariner, and Mary (Stuart) Collins. In early life he commanded several vessels, among them the ships *America* and *Fame* and the brigs *Roscoe* and *Welcome Return*, and later became a shipowner of large interests. He was sole or part owner of the schooners *Buckskin*, *Diligent*, *Fanny*, *Joanna*, *Regulator* and *Thomas*, the brigs *Acorn*, *Active*, *Betsey*, *Romp* and *Roscoe*, and the sloop *Endeavour*. Several of these vessels were captured during the War of 1812 while in the ownership of Captain Briggs. He joined the East India Marine Society in 1804. His wife died in 1810, and he married Hepsebeth Collins on 7 February 1831, who died in Boston in 1874. Captain Briggs passed the latter days of his life in Boston, where he died on 23 January 1844. He was described by Dr. Bentley as "a man of excellent natural genius, as cultivated as his opportunities could admit, but capable of great development and of powerful and persevering action."

[See *Essex Co. Prob. Rec.*, Docket 33428; *Salem Vit. Rec.* (printed), III, 135, V, 105; *Danvers Vit. Rec.* (printed), II, 62; *Salem Ship Reg.*, 3, 4, 8, 19, 26, 40, 53, 58, 59, 97, 155, 159, 160, 184, 197; *History E. I. M. S.*, 57; Putnam, I, 15, 17-19, II, 133.]

22. SAMUEL BRIGGS, 1785-1822. Oil by unknown artist. Canvas, 24 in. x 20 in. Head and shoulders, three-quarters to left, dark eyes looking front. Thick dark hair, short side whiskers. White collar and stock. Oblong pin in shirtfront, deep yellow waistcoat, dark high-collared coat. Green-gray background. M 3512. Neg. 5030.

Bequest of Miss Clara H. Briggs.

Samuel Briggs was born about 1785, probably in Salem, the son of Johnson and Ruth (Stileman) Briggs. He married in Salem on 20 April 1806 Sarah Hobbs, who died on 16 August 1821, aged thirty-nine years.



NICHOLSON BROUGHTON

No. 24



JEREMIAH BRIGGS

No. 21

PORTRAITS IN THE PEABODY MUSEUM

Captain Samuel Briggs joined the East India Marine Society in November 1819. He held the post of second officer on the brig *Henry* in 1813 which brought to Salem the bodies of Captain James Lawrence and Lieut. Augustus C. Ludlow, victims of the famous sea fight between the *Chesapeake* and the *Shannon*. Captain Briggs was master of the ship *Magnet* in 1817, which sailed on a voyage from Boston to Sumatra and return. He died on the coast of Sumatra in 1822 and the notice of his death states that he was "late of the ship *Courier*." He was thirty-seven years old.

[See *Essex Co. Prob. Rec.*, Docket 3334; *Salem Vit. Rec.* (printed), III, 136, V, 106; *History E. I. M. S.*, 59; *E. I. M. S. Journals of Voyages*, No. 60, at E. I.]

23. JOHN FRANKLIN BROOKS, 1838-1914. Oil by Frank W. Benson, painted in 1917 from photographs. Canvas, 43 in. x 35½ in. Three-quarters length seated figure, facing left. Head full three-quarters to left. Gray hair, bald on top of head, gray bearded chin, upper lip and cheeks shaven. Dark coat and dark gray trousers. Hands rest on thighs, spectacles in right hand. Red covered frame chair, dark brown background. M 2225. Neg. 886. Plate VIII.

Gift of his daughters, Miss Frances Brooks and Mrs. George Lewis DeBlois, 1917.

John Franklin Brooks was born in Salem on 5 October 1838, the son of John and Susan Elizabeth (Vanderford) Brooks, both of whom were natives of Salem. John F. Brooks was also a nephew of Captain Benjamin Vanderford, who was well known among Salem shipmasters. When Mr. Brooks had finished his education at the Salem Latin School, he at once entered the counting house of Edward D. Kimball of Salem, who was engaged in the African trade. In 1858 he sailed as supercargo of the brig *Falmouth*, a New York owned vessel, on which he made a voyage to Africa. Upon his return a partnership was formed with Matthew Bartlett of Boston and together they negotiated large exportations of American

PORTRAITS IN THE PEABODY MUSEUM

merchandise to Africa, bringing native commodities to Boston in return. About this time Mr. Brooks purchased several vessels for foreign trade and became one of Boston's most successful merchants. He married before 1866 Rebecca S. Knight, the daughter of Benjamin and Frances G. (Adamson) Knight. Mrs. Brooks was born about 1840 in Cincinnati, Ohio, and died in Salem on 16 April 1884. During the earlier part of his life which was spent in Salem, Mr. Brooks served as a member of the Common Council: he joined the Salem Marine Society in 1883. In 1905 he became President of the Naumkeag Steam Cotton Company. After the death of Mrs. Brooks the family removed to Boston, where Mr. Brooks had already established his offices. There he died on 10 December 1914. The interment was at Harmony Grove Cemetery in Salem.

[See *Salem Vit. Rec.* (printed), I, 119, II, 373; *Salem City Hall Rec.*, XV, 130; *Records of Harmony Grove Cemetery*; *Laws S. M. S.* (1914 ed.), 154; *Salem Evening News*, 11 December 1914; Salem Directories, 1886-8; Boston Directory, 1906.]

24. NICHOLSON BROUGHTON, 1724-1798. Oil by unknown artist. Canvas, 28½ in. x 20½ in. Half-length figure, head slightly to right, eyes front. Brown hair brushed over forehead, side whiskers, ruddy complexion. High white stock with bow knot, white frilled shirt, chamois colored high-cut waistcoat, dark gray coat, arms folded. Light blue background. M 4145. Neg. 4032. Plate VII.

Purchase, 1935.

Nicholson Broughton, master mariner, twin son of John and Sarah (Norman) Broughton, was baptised at Marblehead on 13 September 1724. He married on 26 September 1749, Sarah Pedrick, baptised at Marblehead on 6 September 1730, the daughter of Joseph and Sarah (Martin) Pedrick. Captain and Mrs. Broughton made their home on Lee Street in Marblehead. Captain Broughton commanded the coastwise schooner *Two Sisters* in 1764 and 1766. He was the first Naval Com-



JOHN FRANKLIN BROOKS

No. 23

PORTRAITS IN THE PEABODY MUSEUM

mander commissioned by the Continental Congress in the Revolutionary War. Washington signed his instructions on 2 September 1775 and Commander Broughton sailed in the schooner *Hannah*. With this vessel he made the first capture of the war, which was the British ship *Unity*. In October 1775 he sailed in the schooner *Lynch* in company with Captain John Selman of the schooner *Franklin* on the first naval expedition of the Revolution. They were commissioned to intercept British vessels carrying military stores from London to Quebec. Both Captain Broughton and Captain Selman held the rank of Captain in a Marblehead regiment and each took his own company upon this expedition as his crew. Nicholson Broughton died with the rank of Commodore at Marblehead on 3 August 1798, his wife having died previously in June 1793.

[See *Marblehead Vit. Rec.* (printed), I, 73, II, 57, 326, 387, 502; *Early Shipping*, 192; *Mass. Soldiers and Sailors in the War of the Revolution*, II, 589; Allen, *Mass. Privateers in the Revolution*, 163, 212; Frothingham, *The Service of Marblehead in the U. S. Navy*; *Lineage Book, D. A. R.*, XXVIII, 160; Roads, *Guide to Marblehead*, 38.]

25. WILLIAM BROWN, 1769-1802. Oil by unknown foreign artist. Canvas, 23½ in. x 19½ in. Waist length figure, face and body three-quarters to right. Eyes front, gray wig. White stock with bow knot, high-cut double-breasted striped waistcoat, brown coat open at front. Dark gray background. M 380. Neg. 1523.

William Brown, mariner and shipmaster, was baptised in Salem on 2 July 1769. It has been found impossible to identify fully his parentage. His short career was ended when, as commander of the ship *Brutus*, a Crown-inshield vessel, he left Salem on 20 February 1802 for a foreign voyage, the *Volusia* and the *Ulysses* accompanying him. After one day's passage they encountered a severe storm in which all three vessels were endangered. The *Brutus* foundered off Cape Cod and was a total loss.

PORTRAITS IN THE PEABODY MUSEUM

Captain Brown and eleven sailors perished of cold although they managed to reach the shore. Captain Brown's remains were buried at Provincetown. He was betrothed at the time of his death to Miss Priscilla Webb of Salem. It is said that he was at one time master of the ship *Five Brothers* and at the age of twenty-eight he had already made six voyages to India.

[See *Salem Ship Reg.*, 25; Felt, I, 313; Bentley, *Diary*, II, 417-20; Information at Peabody Museum.]

26. WILLIAM BROWN, 1783-1833. Oil portrait painted in Chicago for Edward O. Brown, from an original in the family. Canvas, 29½ in. x 23¾ in. Waist length figure, head slightly to left, eyes front. Dark brown hair brushed over forehead, short side whiskers. High white collar, white stock tied in bow knot. Ruffled shirt and high-cut white waistcoat. Blue coat with brass buttons. Dark gray background. M 363.

Gift of Edward Osgood Brown, 1890.

William Brown of Salem, shipmaster, was born in Ipswich 12 January 1783, the son of Lieut. Nehemiah and Mary (Choate) Brown. He married 27 December 1810 Dorcas Baker, born in Ipswich 26 July 1786, the daughter of Asa and Hannah (Newhall) Baker. She died at Salem on 8 April 1822. His second wife, whom he married 26 April 1824, was Ann Baker, sister of his first wife. Mrs. Ann (Baker) Brown died in Salem 8 October 1875 at the age of 77. During the War of 1812, wishing to trade with the West Indies without molestation, Captain Brown purchased a brig, and by securing Spanish papers, taking a Spaniard called Blanco as nominal captain and shipping as a passenger himself, succeeded in disguising his vessel as a Spanish one. However, his subterfuge was so perfect that his brig was captured by a privateer of one of the Latin-American states then in revolt against Spain! Captain Brown and the pseudo-Captain Blanco were taken prisoners and a prize crew put on board the brig, but Brown and Blanco, by considerable ingenuity and daring, succeeded in recaptur-

PORTRAITS IN THE PEABODY MUSEUM

ing the brig and brought it safely to Boston. Captain Brown, after following the sea for a number of years, died 23 August 1833. In the record of his death it appears that he was then "of the ship *Nile*."

[See *Essex Co. Prob. Rec.*, Dockets 1412, 3888; *Essex Co. Reg. of Deeds*, vol. 203, p. 100; *Salem Vit. Rec.* (printed), III, 153, V, 112, 118; *Ipswich Vit. Rec.* (printed), I, 32, 54; *Salem City Hall Rec.*, XV, 21; *Salem Ship Reg.*, 134; *History E. I. M. S.*, 61; *Laus S. M. S.*, 134; *Essex Antiquarian*, XII (1908), 164-5; Jameson, *The Choates of America*, 103-4.]

27. JAMES BUFFINGTON, 1798-1881. Oval oil portrait by unknown foreign artist. Canvas, 24½ in. x 20 in. Head and shoulders, head slightly turned to left, eyes front. Reddish brown hair parted on right side and brushed across forehead. High collar, white stock and frilled shirt, low-cut yellow waistcoat. Dark gray background. M 381. Neg. 2184.

James Buffington, master mariner, was born 12 December 1798 and is recorded as the son of James and Abigail (Osborn) Buffington. His father was also a master mariner who sailed from Salem on many foreign voyages. In 1822 Captain Buffington commanded the ship *Messenger* and again in 1828 when her cargo was consigned to John Forrester. He was also master of several other vessels. He joined the East India Marine Society in September 1869. Captain James Buffington died unmarried at his residence, 115 Boston Street, Salem, 14 January 1881. His many philanthropies were distributed in his own peculiar fashion and in his will, made a year before his death, he left a considerable sum of money for the purchase of fuel for the poor of Salem.

[See *Essex Co. Prob. Rec.*, Docket 33959; *Salem Vit. Rec.* (printed), I, 154; *Danvers Vit. Rec.* (printed), I, 53; *Salem City Hall Rec.*, XV, 86; *Salem Ship Reg.*, 121, 141; *History E. I. M. S.*, 65; *Osgood-Batchelder*, 196, 215.]

PORTRAITS IN THE PEABODY MUSEUM

28. JOSIAH G. BURRILL, 1784-1832. Oil portrait painted on panel by unknown foreign artist. Dimensions, 25 in. x 18 $\frac{3}{4}$ in. Almost full face, dark brown curling hair, short side whiskers, white collar and stock. High-cut yellow waistcoat, dark blue coat with metal buttons. Right hand rests on arm of chair. Dark warm gray background. M 382.

Gift of Mrs. Josiah S. Burrill, 1900.

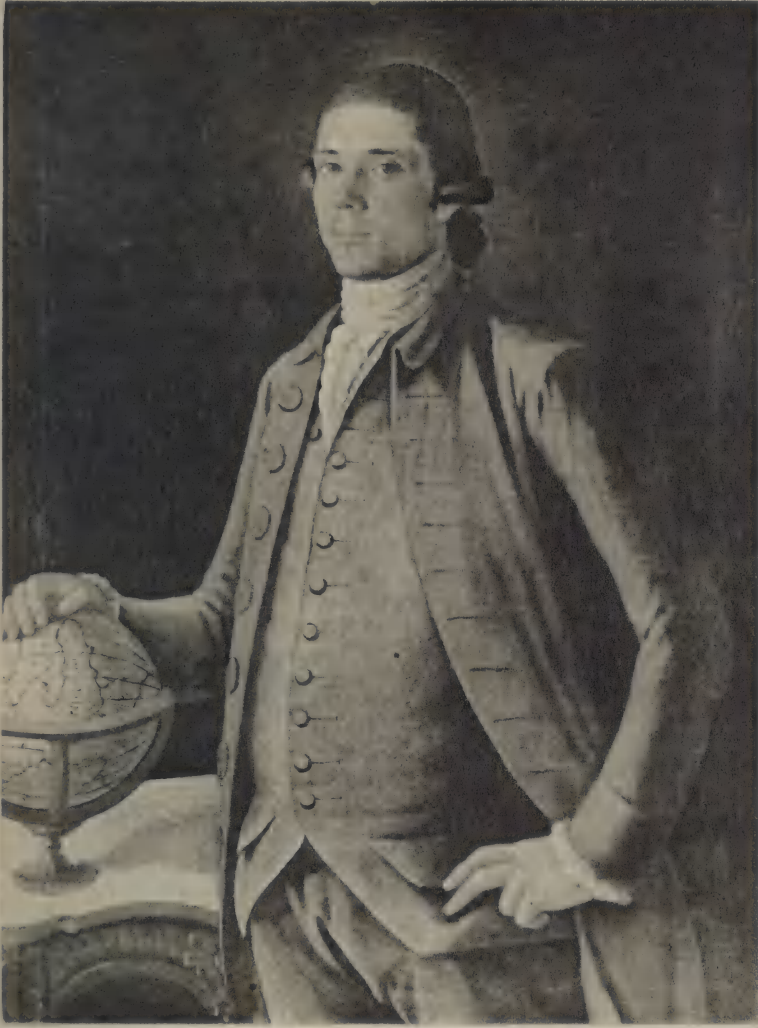
Josiah G. Burrill, mariner and merchant, was probably born about 1784, although his birthplace and parentage have not been definitely established. He was a resident of Salem during the latter part of his life. He married 15 June 1817 Sarah Smith, daughter of Ebenezer Smith, a baker in Salem. As Captain Burrill's death is also recorded at Lynn as well as at Salem, 20 July 1832, aged 48 years, it would seem probable that he was connected with the numerous family of that name in the former city. In his will, probated in 1832 there are no children mentioned: it is noted that his wife was "infirm." Mrs. Burrill died in Salem 26 May 1835 at the age of 45 years.

[See *Essex Co. Prob. Rec.*, Docket 4251; *Essex Co. Reg. of Deeds*, vol. 258, p. 134; *Salem Vit. Rec.* (printed), II, 171, V, 128, 129; *Lynn Vit. Rec.* (printed), II, 448; Information at Peabody Museum.]

29. BENJAMIN CARPENTER, 1751-1823. Oil by unknown artist. Canvas, 38 $\frac{1}{2}$ in. x 29 in. Three-quarters length portrait of young man. Face and body turned slightly to left, eyes front. White stock, ruffled shirt, long light brown waistcoat, trousers same color, long red coat, ruffled cuffs at wrist. Left hand on hip, right hand rests on small globe which stands on marble-topped table in lower left corner. Dark background. M 351. Neg. 5031. Plate IX.

Received from Salem Marine Society, 1880.

Benjamin Carpenter, mariner, merchant and Revolutionary soldier, was born at Rehoboth, Massachusetts, 3 May 1751, the son of Zachariah and Margaret (Childs) Carpenter. Benjamin Carpenter removed early to Salem



BENJAMIN CARPENTER

No. 29

PORTRAITS IN THE PEABODY MUSEUM

and on 1 December 1774 he married Esther Gerrish, born 16 February 1751, the daughter of Benjamin and Margaret (Cabot) Gerrish. She died 28 July 1794 and on 26 July 1795 he married her sister Abigail, born 16 January 1743. She died 3 November 1822. Captain Carpenter's third wife, whom he married on 16 July 1823 was Mrs. Deborah (Lee) Austin, widow of Richard Austin and daughter of Thomas and Judith (Coleman) Lee. Mrs. Deborah Carpenter was born 6 May 1781 and died 26 May 1860. Benjamin Carpenter followed the sea for more than thirty years. He was a pioneer in the East India trade and also sailed to China and other foreign ports. At the beginning of the Revolution he was in England, but immediately returned and sailed as lieutenant on the private-armed ship *Oliver Cromwell*, owned by Benjamin Cole. According to a newspaper tribute published a few days after his death, Captain Carpenter "commanded the first cartel sent to England in our Revolutionary War, with captured British officers, which, for a time, puzzled the government there — whether to condemn the vessel, send her commander to Newgate as a rebel, or purchase his ship. They preferred the latter and thus evaded the nice question of American Independence. The examination of Captain Carpenter by Lord Sandwich, and other Lords of the Admiralty, was curious, spirited and humorous, and ought to be preserved in history." Captain Carpenter was later commander of the first ship *America*, and was in 1791 master and sole owner of the brigantine *Two Brothers*. He commanded the ship *Massachusetts* of Boston at one time, and was for several years in the employ of Elias Hasket Derby, and later chief clerk for William Gray. Captain Carpenter joined the Salem Marine Society in 1791, and on 15 May 1792 sailed from Boston for Calcutta in the ship *Hercules*. His log of that voyage to the East Indies, illustrated with accurate and delicate drawings of harbors, landfalls and ports, is one of the most beautiful specimens of a sea journal that is anywhere preserved. Benjamin Carpenter was one of the founders of the East India Marine Society in 1799, and his name appears in the Act of Incorporation of 1801. He served on the Committee of Observation

PORTRAITS IN THE PEABODY MUSEUM

from 1799 to 1806, and was President of the Society from 1806 to 1807. He donated various objects to the Museum from time to time, and in 1804 presented to the Society the pair of Venetian glass chandeliers which now hang in John Robinson Hall. Benjamin Carpenter died at Cambridge 16 September 1823.

[See *Salem Vit. Rec.* (printed), I, 349, 517, III, 599, V, 139; *Cambridge Vit. Rec.* (printed), II, 19, 496; *Rehoboth Vit. Rec.* (printed), 80, 575; *Salem Ship Reg.*, 188; *History E. I. M. S.*, 5, 23, 54; *Laws S. M. S.*, 127; Paine, *The Ships and Sailors of Old Salem*, 417-439; Lee, *Descendants of John Lee*, 49; Carpenter, *Carpenter Memorial*, 143, 144; Briggs, *Cabot History and Genealogy*, I, 42; Information at Peabody Museum.]

30. GEORGE WILLIAM CLEVELAND, 1812-1848. Oil portrait painted at Antwerp by J. Metzger, 1835. Canvas, 17¾ in. x 15 in. Seated figure, three-quarters length. Almost full face, thick brown hair parted on left, side whiskers. High collar, black stock, pleated shirt with tie pin, low-cut white waistcoat. Dark, double-breasted cutaway coat, velvet collar, brown trousers. Both hands on arm of chair. Brown background, dark green curtain on right. M 310. Neg. 5036.

Gift of Misses Marion C. and Elizabeth C. Allen, 1892.

George William Cleveland, only son of George and Elizabeth (Hodges) Cleveland, was born in Salem 22 January 1812, and was graduated from Harvard College with the class of 1832. He is mentioned as sailing on several voyages in his early youth, but about the time of his marriage he removed to Mississippi where he became a successful merchant. He married at Salem 12 July 1838, Harriet Allen, born in Salem 24 November 1802, the daughter of Edward and Anna (Fisk) Allen. Mr. Cleveland died at Pontotoc, Mississippi, 20 September 1848. Mrs. Cleveland continued to live in Pontotoc after the death of her husband, and died there 22 April 1863.

[See *Salem Vit. Rec.* (printed), I, 35, 184, III, 220, V, 159; Cleveland, *Cleveland Genealogy*, I, 502, II, 1078; *N. E. Hist. and Gen. Reg.*, V (1851), 159.]

PORTRAITS IN THE PEABODY MUSEUM

31. WILLIAM CLEVELAND, 1777-1842. Pastel by C. B. J. F. de St. Memin. Dimensions, 20½ in. x 16 in. Profile facing left. Iron gray hair brushed over forehead. White stock, frilled shirt, high-collared dark coat with metal buttons. M 1344. Neg. 337. Plate X.

Gift of Miss Mary Tatila Saunders, 1909.

William Cleveland, shipmaster and merchant, was born in Salem 13 March 1777, the son of Stephen and Margaret (Jeffry) Cleveland. He married at Boston 2 May 1805 Mary Hiller, born in Salem 31 January 1779, the daughter of Major Joseph Hiller, Revolutionary soldier and one time Collector of Customs for the ports of Salem and Beverly. Her mother was Margaret (Cleveland) Hiller. Mrs. Mary (Hiller) Cleveland died at Lancaster, Massachusetts, 7 May 1815. William Cleveland married as his second wife, 15 August 1816 at Lancaster, Lucy (Hiller) Lambert, his first wife's sister. She was the widow of William Lambert of Roxbury, who died in Rotterdam, Holland, 5 August 1807. She was born in Salem 25 December 1780 and died at Salem 15 April 1866. William Cleveland resided until 1821 at Lancaster, whither he had removed with his brother, Richard Jeffry Cleveland, early in the century. Richard J. Cleveland had also married a daughter of Major Hiller and the families lived together in Lancaster for several years. Major Hiller also occupied the Lancaster mansion until his death in 1814. William Cleveland represented the town of Lancaster in the General Court, 1813-1815. Upon his return to Salem he made a few voyages to sea, but finally became a merchant in his native place, dealing in foreign goods, and receiving large consignments of pepper, upon a cargo of which brought from Sumatra in 1825 in the ship *Zephyr* he paid \$50,000 duty. This vessel was owned and commanded by Captain Cleveland in 1823. He was President of the Commercial Insurance Company of Salem, succeeding his brother George. He joined the East India Marine Society in 1821, and died in Salem 28 July 1842.

[See *Salem Vit. Rec.* (printed), I, 184, 434, V, 159;

PORTRAITS IN THE PEABODY MUSEUM

Lancaster Vit. Rec. (printed), 116, 476; *Salem Ship Reg.*, 202, 203; *History E. I. M. S.*, 60; Putnam, I, 64; Marvin, *History of Lancaster*, 743; Nourse, *Annals of Lancaster*, 335; Cleveland, *Cleveland Genealogy*, I, 221, 234, 501, 522; Information at Peabody Museum.]

32. GEORGE ARNOLD COLE, 1809-1879. Miniature by unknown artist. Dimensions, 2 in. x 1½ in. Head and shoulders, almost full face, eyes front. Brown hair parted on left, brushed towards face at sides. Reddish beard worn at sides and under chin, turned over white collar, narrow black bow tie, cameo brooch in shirt front, low-cut ivory colored waistcoat, narrow black cord showing. Dark blue coat, soft green background. M 3428. Neg. 3682.

Gift of Miss Delia D. Cole, 1929.

33. GEORGE ARNOLD COLE, 1809-1879. Oil by unknown artist. Canvas, 29½ in. x 24½ in. Half-length seated figure, head turned slightly to left, eyes front. Brown hair parted at left, brushed towards sides of face. Reddish beard at sides of face and under chin, lips and cheeks shaven. Turned-over collar, black stock, frilled shirt, low-cut satin waistcoat, black coat. Left arm and hand on arm of chair, brownish gray background. M 3424.

Gift of Miss Delia D. Cole, 1929.

George Arnold Cole, shipmaster, was born at Scituate, Rhode Island, 11 November 1809, the son of Jeremiah Cole, physician, and Patience (Caldwell) Cole. George A. Cole married 1 August 1838 Catherine Sabin Wheaton, who died 19 March 1901. Captain Cole was commander of several packet ships and of a passenger steamer plying between Liverpool and New York. He also carried the first steamship through the Straits of Magellan and was captain of a United States transport during the Civil War. At the time of his death he was Inspector of kerosene at Providence, Rhode Island. He was the father of six children of whom George Wheaton Cole, the eldest, was killed on board the *Iroquois* at the taking of New



WILLIAM CLEVELAND

No. 31

PORTRAITS IN THE PEABODY MUSEUM

Orleans in 1862. Captain George Arnold Cole died at Providence 29 November 1879.

[See Cole, *Descendants of James Cole of Plymouth*, 210, 211; Information at Peabody Museum.]

34. JOHN COLE, 1828-1902. Oil by Hung Qua, Hong Kong, 1873. Canvas, 23½ in. x 18 in. Head and shoulders, three-quarters to left, eyes left, dark hair, full beard. Dark complexion, heavy eyebrows, dark eyes. Low white collar, small black bow tie, gold stud, double-breasted dark coat. Gray background. M 3811. Neg. 3863.

Purchase, 1932.

John Cole, master mariner, was probably born in Marblehead 5 September 1828, the son of Richard Cole and his first wife, Abigail (Call) Cole. He married in 1855 Sarah Trefry, born at Marblehead 10 September 1830, the daughter of Thomas and Sarah (Procter) Trefry. Captain Cole was a sailor of experience on many seas from early boyhood. At the age of nineteen years he shipped as cook on a Grand Banker out of Marblehead, was a member of the crew on the schooner *Bird* in 1844 and two years later sailed for Labrador. In 1849 he shipped before the mast on a merchant vessel bound for California with a passenger list of gold-seekers. In 1850 he shipped with Captain J. B. Lindsey of Marblehead on the bark *George* for South America. He served for two years as mate on this vessel and in 1854 became master. Among other vessels under his command were the ships *Georgia*, *Holyhead*, *Aberdeen* and *Blackwall*, all of London. In 1880 Captain Cole retired from the sea and engaged in business. He had several Masonic affiliations, belonged to the New England Association of California Pioneers of 1849, and served as a Selectman of Marblehead for a number of years. He died suddenly at his home in Marblehead 20 July 1902. A tribute from one of his contemporaries thus characterizes Captain Cole: "Affection and friendly appreciation will long keep green the memory of this honest man."

[See *Essex Co. Prob. Rec.*, Docket 90684; *Marblehead Vit. Rec.* (printed), I, 518, II, 92, 433; *Marblehead*

PORTRAITS IN THE PEABODY MUSEUM

Messenger, 25 July 1902; Cutter, *Boston and Eastern Mass. Genealogies*, IV, 2050, 2051; Lindsey, *Old Marble-head Sea Captains*, 34; Information at Peabody Museum.]

35. JOSEPH TYLER CONANT, 1841-1892. Oval oil portrait by Vincenzo Maresca, Naples, 1872. Canvas, 30½ in. x 25 in. Half-length figure, head turned to right, eyes looking right, bushy reddish brown hair parted on left side. Full beard, shaven upper lip, narrow black bow tie, plated shirt-front with two studs. Dark blue coat and double-breasted blue waistcoat. Greenish gray background. M 4037. Neg. 3861.

Bequest of Mrs. Mabelle Conant Jordan, 1934.

Joseph Tyler Conant, shipmaster, was born 13 March 1841 in Lincolnville, Maine, the son of Nathan Warren and Mary J. (Thomas) Conant. He made his home in Camden, Maine, where he married 7 May 1863 Rebecca H. Conant, born 15 May 1835, the daughter of Isaac and Mary (Wentworth) Conant of Appleton, Maine. Captain Conant was for a time a member of the firm of Dixon & Co. of Glasgow and Greenock, Scotland, and managed the Greenock branch of their business. He was at another time engaged in the East India trade. He died probably in Camden, Maine, 8 February 1892. A silver pitcher owned by Captain Conant, now in the possession of the Peabody Museum, is thus inscribed: "Presented by the British Government to Captain Joseph Conant, master of the American Barque *John M. Clark*, in acknowledgement of his humanity and kindness to the crew of the Barque *Ceylon* of Sunderland which was wrecked at sea on the 24th April, 1877."

[See Conant, *Conant Genealogy*, 444, 502, 523; Wentworth, *Wentworth Genealogy*, I, 619; Wasson and Colcord, *Sailing Days on the Penobscot*, 372; Information at Peabody Museum.]

36. JAMES COOK, 1738-1779. Oval oil portrait by M. F. Corné, 1803. Canvas, 27¾ in. x 20 in. Three-quarters head facing right, dark hair, small black cravat, white collar, frilled shirt, white

PORTRAITS IN THE PEABODY MUSEUM

waistcoat, metal buttons decorated with anchors, buttonholes have heavy gold braid. Dark blue coat with white facings, buttons and buttonholes similar to those on vest. Dark gray background. M 3385.

Painted for East India Marine Society, 1803.

James Cook, English explorer and navigator was born in Yorkshire, England, 27 October 1738. His first voyage was in the merchant service on the *Eagle*. He then sailed as master of the sloops *Grampus* and *Garland* and in 1759 commanded the frigate *Mercury*, which was one of the fleet at the capture of Quebec. In 1764 Captain Cook held the post of Marine Surveyor of Newfoundland. In 1768 as master of the *Endeavour* he was commissioned by the Royal Society, of which he was later a fellow, to sail to Otaheite to observe there the transit of Venus in the Southern Pacific skies. In 1772 he was sent in the English vessel *Resolution* and later in the *Adventure* to search for a Southern Continent. Although he did not attain his objective, he did find a large island which he named New Caledonia. His discovery of the Sandwich Islands was made in 1778 and following that he explored Behring Strait. Returning from the latter place to winter in the Sandwich Islands, where he had previously been deified by the natives, he unfortunately incurred their displeasure and with four of his men was murdered at Owhyhee, 14 February 1779. Distinguished posthumous honors were paid him and his widow and children were pensioned by the English Government.

[See Appleton, *Cyclopedia American Biography*, I, 714; Drake, *Dictionary of American Biography*, 214; Lippincott, *Pronouncing Biographical Dictionary*, 709; *Thirty-fifth Annual Report Hawaiian Hist. Society* (1926), 64.]

37. FRANK COUSINS, 1851-1925. Oil by C. C. Redmond, 1885. Canvas, 42 in. x 29½ in. Seated figure, three-quarters length, full face, eyes looking to right. Dark hair parted on left side, large moustache, pointed turned down collar, black bow tie. Newspaper on table at left, pencil in right

PORTRAITS IN THE PEABODY MUSEUM

hand which rests on paper. Partly closed left hand resting on thigh, dark suit. Dark background. M 3137.

Gift of William Crowninshield Waters, 1927.

Frank Cousins was born in Salem 1 July 1851, the son of Thomas and Mary (Oldson) Cousins. His father was a native of London and his mother was born in Salem. Mr. Cousins received his education in the public schools of Salem and after his graduation became a cash boy in the dry goods firm of J. B. & S. D. Shepard. In 1868 he formed a partnership with his brothers, Thomas and Joseph Henry Cousins in a general store. Mr. Cousins continued the business alone after the death of his brothers, calling his establishment "Cousins' Bee Hive." It was located on the corner of Essex and St. Peter Streets. During this period he began in a small way the publication of photographic views of Essex County especially of Colonial architecture. This venture was highly successful and his efforts spread to other parts of the country. When on account of ill health he discontinued active business he had acquired an extremely beautiful and rare collection of valuable negatives which he finally sold to the Essex Institute. He collaborated with Phil M. Riley in the publication of *The Woodcarver of Salem*, a history of the life and work of Samuel McIntire, the famous Salem architect. Other works by Messrs. Cousins and Riley were *The Colonial Architecture of Philadelphia*, *The Colonial Architecture of Salem* and many newspaper and magazine articles dealing with the same subjects. Mr. Cousins was affiliated with the Masonic order in Salem and a member of the Salem Athenaeum and the Essex Institute. The latter organization as well as several philanthropic societies of Salem were beneficiaries in his will. He died in Salem, unmarried, 6 June 1925.

[See *Essex Co. Prob. Rec.*, Docket 152161; *Salem City Hall Rec.*, VIII, 38; XXVII, 125; *Salem Evening News*, 8 June 1925.]

38. ARENT SCHUYLER CROWNINSHIELD, 1843-1908. Miniature by R. Pietrocola. Dimensions, 4½ in. x 3½ in. Half-length figure, full dress uniform,

PORTRAITS IN THE PEABODY MUSEUM

almost full face, gray hair parted in center, large moustache and imperial. Right hand rests on sword hilt. Gray background. M 3530. Neg. 5034.

Gift of Mrs. Louise Bradford Varnum, 1930.

Arent Schuyler Crowninshield, Rear Admiral, U. S. Navy, was born 14 March 1843 in Seneca Falls, New York, the son of Jacob and Mary Miller (Schuyler) Crowninshield. After his graduation from the U. S. Naval Academy at Annapolis in 1863 he served as ensign on the U.S.S. *Juanita*, the *Ticonderoga* and the *Hartford*. He was promoted to Lieutenant Commander in 1868 and served in the U.S.S. *Richmond*, also in the *Lackawanna*, *Portsmouth*, *St. Mary's*, *Kearsarge* and the *Maine*. He was commissioned Chief of the Bureau of Navigation in 1897, and while holding this post received in 1899 the rank of Rear Admiral. He served in command of the European Squadron on the flag ship *Illinois* from May 1902 to March 1903, and was retired, upon his own application, in May 1903. Admiral Crowninshield married 27 July 1870 in Dresden, Germany, Mary Bradford, an author and musical composer of well-known ability. She was born in Geneva, New York, the daughter of John Melancthon and Sarah Elizabeth (Hopkins) Bradford. Admiral Crowninshield died at Philadelphia 27 May 1908 and his wife 14 October 1913.

[See Leonard, *Woman's Who's Who of America* (1914-1915), 219; *Who's Who of America* (1903-1905), 343; Appleton, *Cyclopedia American Biography*, II, 22; Belknap, *Crowninshield Genealogical Charts*, also manuscript notes on the Crowninshield family, both deposited at Essex Institute.]

39. BENJAMIN CROWNINSHIELD, 1758-1836. Pastel by Miss Mary Gulliver, after an old miniature. Dimensions, 27 in. x 21½ in. Head three-quarters to right, wears wide-brimmed tall hat, white stock. Gray waistcoat with red stripe, seascape background, ship in rear at right. M 348. Neg. 338. Plate XI.

Gift of John Caspar Crowninshield, 1889.

PORTRAITS IN THE PEABODY MUSEUM

40. BENJAMIN CROWNINSHIELD, 1758-1836. An old oil portrait from the estate of Miss Mary Crowninshield. Canvas, 33 in. x 26½ in. Standing figure a little over half length. Reddish brown hair combed over forehead, short side whiskers, head tilts back to left, ruddy complexion. White stock, patterned waistcoat, blue coat, brass buttons. Right hand holds an orange-colored wallet, left hand in coat opening. Seascape background, ship on left. Inkstand and quill pen on green covered table lower right. M 2224.

Gift of Miss Elizabeth H. Clark, 1917.

Benjamin Crowninshield, master mariner, was born 10 February 1758, the son of Jacob and Hannah (Carlton) Crowninshield. He had a long and successful career upon the sea. While he was master of the merchant ship *Prudent* he had the misfortune to be captured by a French man-of-war. He also commanded the ship *America* and in 1812, the private-armed ships *George* and *Alexander*, also the brigantine *Henry*. Not long after the war he was selected by his cousin, George Crowninshield, to command the famous pleasure yacht *Cleopatra's Barge* when she made her memorable trip to the Mediterranean, returning to Salem 3 October 1817. Captain Crowninshield was a member of Essex Lodge, F. and A. M. in Salem, and he joined the Salem Marine Society in 1794 and the East India Marine Society in 1799. He was also for a time Collector of the port of Marblehead. His Salem residence was on Essex Street, opposite Union Street, whence he removed to Danversport and then to Charlestown, where he died 22 November 1836. He married 9 November 1780 Mary Lambert, born in November 1760, the daughter of Joseph and Mary (Foot) Lambert. She died in Charlestown 19 June 1851.

[See *Salem Vit. Rec.* (printed), III, 262; *E. I. H. C.*, III (1861), 130, IV (1862), 130, 264, 265, XXV (1888), 81-117, LIV (1918), 83, 84, 114; *History E. I. M. S.*, 34; *Laws S. M. S.*, 129; Perley, II, 238; Osgood-Batchelder, 141; Bentley, *Diary*, III, 164, IV, 106; *N. E. Hist. and Gen. Reg.*, V (1851), 473; Belknap,



BENJAMIN CROWNINSHIELD

No. 39



JACOB CROWNINSHIELD

No. 41

PORTRAITS IN THE PEABODY MUSEUM

Manuscript notes on Crowninshield family, deposited at Essex Institute.]

41. JACOB CROWNINSHIELD, 1770-1808. Oil by Robert Hinkley, Washington, after an early miniature. Canvas, 31 in. x 25 in. Waist-length figure, nearly full face, dark hair and short side whiskers. White stock, buff waistcoat, double-breasted high-collared blue coat with brass buttons. Holds paper in left hand, seascape background, ship on horizon. M 360. Neg. 1196. Plate XI.

Gift of his grandchildren, 1888.

Jacob Crowninshield, merchant and Member of Congress, was born at Salem 31 May 1770, the son of George and Mary (Derby) Crowninshield. He was educated in the Salem schools but went to sea at a very early age, rising rapidly until he made his first voyage as captain of the schooner *Active* in 1790. Upon his return to Salem he commanded the ship *Henry* from 1791 to 1793 on several voyages to India and the Isle of France. He had already acquired considerable property through his ventures in foreign commerce and became associated with his father and five brothers under the firm name of George Crowninshield and Sons. This company invested largely in ship building and the famous ships *America* and *Bel-sarius* were among their first vessels. Other craft owned by this firm were the ships *Brutus*, *Fame*, *Margaret* and *Two Sons* and the brigantine *Telemachus*. Jacob Crowninshield was elected Representative to Congress in 1802. He served until 1808, and was called one of the most enlightened members in the National Legislature for his knowledge of marine and commercial matters. During this period President Jefferson offered him a seat in his Cabinet as Secretary of the Navy, but this he declined on account of ill health. This post was later filled under President Madison by his brother, Benjamin W. Crowninshield. Jacob Crowninshield joined the Salem Marine Society in 1796 and was one of the founders of the East India Marine Society and its first treasurer. He married 5 June 1796 Sarah Gardner, born in 1773, the daughter of John and Sarah (Derby) Gardner. She died 20

PORTRAITS IN THE PEABODY MUSEUM

May 1807. Jacob Crowninshield died in Washington 15 April 1808, but his body was brought back to Salem and buried in the Howard Street Cemetery, Dr. Bentley preaching the funeral sermon.

[See *Salem Vit. Rec.* (printed), I, 220, 221, III, 262, V, 185; *E. I. H. C.* XV (1878), 306; *Salem Ship Reg.*, 25, 83, 113, 183, 189; *History E. I. M. S.*, 28, 54; *Laws S. M. S.*, 130; *Salem Gazette*, 28 August 1888; Putnam, II, 13, IV, 126; Perley, I, 71; Osgood-Batchelder, 246; Bentley, *Diary*, II, 321, 376, III, 146, 168, 296, 307, 355, 360.]

42. SAMUEL ROPES CURWEN, 1820-1870. Oil by Charles Osgood, 1850. Canvas, 30 in. x 25 in. Seated figure, head three-quarters to left. Dark hair, dark whiskers at sides of face and chin, shaven cheeks and upper lip. High white collar, dark stock, coat and waistcoat. Right hand on chair arm, dark brown background. M 4294. Neg. 4196.

Gift of Miss Bessie Holman Curwen, 1936.

Samuel Ropes Curwen, master mariner, was born in Salem 28 December 1820, the son of Samuel and Priscilla (Barr) Curwen. After his graduation at the Salem High School he was employed for a short time as a clerk, then shipped on several foreign voyages in different capacities, becoming a skilful navigator and a capable factor. At one time he was in command of a steamer sailing upon one of the Chinese rivers. He was master of the ship *Eliza Ann*, owned by Stone, Silsbee and Pickman, the ship *Rome* and the clipper ship *Golden West*. In 1854 Captain Curwen made a very fast run in the latter ship, leaving the Atlantic coast in July and reaching San Francisco in ninety-eight days. The journal of a voyage which he made in 1858 from New York to Hong Kong and Sydney, returning to San Francisco, is in the possession of the Essex Institute. He joined the Salem Marine Society in 1848. In 1855 he married his cousin, Mary Smith Holman, daughter of Jonathan and Betsey (Barr) Holman. She died 19 May 1902 and Captain Curwen 11 November 1870.



ELIAS HASKET DERBY

No. 43

PORTRAITS IN THE PEABODY MUSEUM

[See *Essex Co. Prob. Rec.*, Docket 36766; *Salem Vit. Rec.* (printed), I, 225, III, 269, 511; *Salem City Hall Rec.*, VI, 269, IX, 1; *Laws S. M. S.*, 138; *Salem Gazette*, 20 March 1902; *Salem Register*, 14 November 1870; Putnam, III, 97, 117; Perley, II, 38, 39; Robinson-Dow, *Sailing Ships of New England*, 1st Series, 117; Cutler, *Greyhounds of the Sea*, 289, 421, 487, 495; Corwin, *Corwin Genealogy*, 196; Information at Peabody Museum.]

43. ELIAS HASKET DERBY, 1739-1799. Pastel by Benjamin Blyth, "drawn" 1776. Dimensions, 23 in. x 18 in. Head and shoulders, eyes front, hair smoothly brushed back and tied in a queue. High white stock, white ruffle at wrist, dark gray coat and high cut waistcoat. Right hand holds envelope and quill pen. M 4315. Neg. 5045. Plate XII.

Purchase, 1935.

44. ELIAS HASKET DERBY, 1739-1799. Oil by James Frothingham. Panel, 41½ in. x 32¼ in. Middle-aged man seated at a table facing left, head three-quarters to left, eyes front, brown hair, white stock, frilled shirt-front, brown coat, lace cuffs at wrists. Holds chart which rests on edge of red-covered table on which are books, ink-well and paper. Seascape with two vessels seen through window at left. Dull red curtain in background. Gilt and cream-colored armchair with red upholstery. M 353. Neg. 1201. Plate XIII.

Gift of the Derby family, 1824.

Elias Hasket Derby, famous merchant, was born in Salem 16 August 1739, the son of Richard Derby and his first wife, Mary (Hodges) Derby. He gained his first business experience in his father's counting house where he kept the books. At the beginning of the Revolution Mr. Derby owned several vessels then in the West India trade, but he met with severe losses through the interference of British privateers. After this misfortune, in company with several other merchants he equipped more than one hundred and sixty armed vessels for privateering

PORTRAITS IN THE PEABODY MUSEUM

service. Among these were the sloop *Revenge*, the schooner *Sturdy Beggar* and the ship *Grand Turk*. These vessels captured many prizes, among which were the British schooners *Triton* and *Primrose* with the brigantine *Thomas* and *Betsey* and fourteen other British vessels. When privateering days were over Elias Hasket Derby sent out the *Grand Turk* as a merchantman and met with such success that he bought and equipped many more vessels, whose cargoes consigned to him and his associates brought great wealth into their coffers. Mr. Derby married 23 April 1761, Elizabeth Crowninshield, born 6 August 1734, the daughter of John and Anstiss (Williams) Crowninshield. The Derby mansion, famed as one of the most elegant residences ever built in Salem, stood in Derby Square. It was finished in 1799 at a cost of more than \$80,000. Its grounds were beautifully landscaped and a terrace overhung the river. Mr. Derby and his wife, however, lived but a short time to enjoy their beautiful home, for she died 19 April 1799 and he on 8 September of the same year.

[See *Salem Vit. Rec.* (printed), III, 292, V, 203, 204; *E. I. H. C.*, III (1861), 201, 203, XV (1878), 306; *Salem Ship Reg.*, 8, 14, 17, 25, 27, 47, 73, 83, 90, 99, 107, 115, 126; Perley, III, 146.]

45. PICKERING DODGE, 1778-1833. Copy by George Southward, 1868, of an oil portrait by James Frothingham, 1820. Canvas, 29½ in. x 24½ in. Half-length seated figure, three-quarters to left, eyes front, dark complexion, dark brown hair. White stock, high-cut white waistcoat, double-breasted dark coat, brass buttons. Left arm rests on arm of red upholstered gilt frame chair, left hand holds open letter. Dark background. M 315. Neg. 5037.

Gift of the family of Pickering Dodge, 1868.

Pickering Dodge, Salem merchant, was born 8 April 1778, the son of Israel Dodge and his second wife, Lucia (Pickering) Dodge. As a very young man he was interested in mechanical pursuits and Dr. Bentley, in describing "Dr. Oliver's organ, the first ever built in Salem"



ELIAS HASKET DERBY

No. 44

PORTRAITS IN THE PEABODY MUSEUM

says that "a Mr. Pickering Dodge had begun one upon a smaller scale." Overseas commerce, however, soon engaged his attention and he became sole or part owner of a very large number of merchant vessels. Among them was the brig *Caravan* which carried Salem's first missionaries to India; the ship *Izette*, the first whaler fitted in Salem, which made five whaling voyages, 1831-1842; the *Palladium*, intended for use in establishing a merchant line to Liverpool; the ships *Bengal*, *Bonetta*, *Gov. Endicott*, *Mandarin*, *Rome* and *Venus*; the brigs *Ganges*, *Herald*, *Indus*, *Mary*, *Republican* and *New Hazard* and many other vessels. Mr. Dodge was associated with several other merchants in these ventures and was a most active, intelligent and honorable citizen, universally esteemed. He was a member of the Salem Marine Society, which he joined in 1817. He married 5 November 1801 Rebecca Jenks, born 19 February 1781, the daughter of Daniel and Mary (Masury) Jenks. She was a woman of rare excellence and beloved in all her social and domestic relations. Mr. Dodge died 16 August 1833 and his wife 30 March 1851.

[See *Salem Vit. Rec.* (printed), I, 255, III, 302, 304, V, 213; *E. I. H. C.*, XV (1878), 301, 302; *Salem Ship Reg.*, 17, 23, 28, 68, 74, 85, 91, 93, 113, 116, 133, 139, 155, 159, 193; *Laws S. M. S.*, 134; Bentley, *Diary*, I, 427, IV, 410, 582, 625, 627; Dodge, *Genealogy of the Dodge Family*, I, 94, 143; Ellery and Bowditch, *Pickering Genealogy*, I, 273.]

46. WILLIAM DRIVER, 1803-1886. Oil by Charles Osgood, 1833. Panel, 29 in. x 24 in. Half-length figure, head three-quarters to left, eyes front, dark complexion, brown hair, short side whiskers. High collar, white stock, plaited shirt, low-cut dark red figured waistcoat, double-breasted black coat with brass buttons, velvet collar. Red plush chair. M 3730. Neg. 3286. Plate XIV.

Gift of the East India Marine Society and the Salem Marine Society, 1932.

William Driver, master mariner, born in Salem 17 March 1803, the son of Stephen Driver, Jr., and Ruth

PORTRAITS IN THE PEABODY MUSEUM

(Metcalf) Driver, began life as a blacksmith's apprentice, but his seafaring experiences commenced when he shipped in the *China* for Leghorn. He made two voyages to Calcutta in the ship *George*, and then sailed as mate of the *Jason*, followed by a voyage in the brig *Batavia*. Upon returning to the United States from this last voyage, he found that the ship *Clay* of Salem was about to sail for the Feejee Islands, and so shipped as mate and trading officer. The object of this trip was to secure bêche-de-mer, a kind of sea slug found on the reefs of those islands, which, after curing, was marketable in China and the East Indies. Successful in his search, Mr. Driver took the cured product to Manila, selling it there at a good price. On the homeward voyage the *Clay* spoke the brig *Quill*, bound for the Feejee Islands, and Mr. Driver, suddenly deciding to return thither, took passage in the brig. He remained four years at the Islands, engaged in the curing of bêche-de-mer. Shortly after his return to Salem in 1831, he was engaged to command the brig *Charles Doggett*, in which he undertook a third visit to the Feejee Islands. Encountering a severe storm upon the way, however, he anchored at New Zealand, then occupied by cannibals and runaway English convicts, some of whom managed to board the brig, but were finally routed by Captain Driver. He next proceeded to Tahiti, where he found sixty-five persons whom the British Government had recently transported thither from Pitcairn Island. Learning that these people were extremely anxious to return to Pitcairn, Captain Driver with great kindness took them back. When he took command of the *Charles Doggett* an American flag, which he named "Old Glory," was presented to him by Salem friends. This flag went with him on his subsequent travels, and when he retired from the sea in 1837 he took it with him to Nashville, Tennessee, where he entered the shoe business in partnership with his brothers. At the outbreak of the Civil War, being a strong Union man, Captain Driver's first desire was to save this flag, which all of his Confederate neighbors knew he possessed, and to capture which they had more than once searched his house. But Captain Driver,



WILLIAM DRIVER

No. 46



JOHN HENRY EAGLESTON

No. 48

PORTRAITS IN THE PEABODY MUSEUM

being an old seaman and an adept with the needle, had quilted "Old Glory" into his bed comforter, so that when the Union troops entered Nashville on 25 February 1862 he was able to produce his much travelled flag and, by permission of the Federal officer in command, to raise it himself on the flagstaff of the State Capitol. Captain Driver married at Salem 20 February 1827 Martha Silsbee Babbage, baptised 26 December 1802, the daughter of Captain Christopher and Ruth (Randall) Babbage. She died 5 September 1837, and he married as a second wife Sarah Jane Parks, the daughter of Robert and Mary (Maclin) Parks, on 26 January 1838 at Nashville. The second Mrs. Driver died of yellow fever at Nashville 13 September 1878, and Captain Driver died in the same city 2 March 1886.

[See *Salem Vit. Rec.* (printed), I, 58, III, 315, V, 219; *Salem Ship Reg.*, 31; *Salem Register*, 8 March 1886; Perley, III, 195; Osgood-Batchelder, 172; Cooke, *The Driver Family*, 175-182; Dulles, *The Old China Trade*, 91.]

47. JOSIAH DUDLEY, 1821-1900. Oil by unknown artist, painted in Antwerp when Captain Dudley was mate of the ship *Henry Ewbank* of Boston. Canvas, 24 in. x 20 in. Head and shoulders, head turned slightly to left, eyes front, dark complexion, dark hair parted at left, whiskers around chin, shaven upper lip. High collar, black stock, low-cut black waistcoat, black coat, double gold watch-chain, gold tie pin. Dark background. M 3503. Neg. 2559.

Gift of Mrs. Charles E. Marsh, 1930.

Josiah Dudley, master mariner, was born 27 October 1821 at Ossipee, New Hampshire, the son of Josiah (or as recorded elsewhere Samuel Poland) and Mary J. (Stillings?) Dudley. He began his seafaring life while still a boy with two long voyages in the whaling bark *Palestine*. Then, entering the employ of Stone, Silsbee and Pickman at Salem he shipped as mate of the *Henry Ewbank* and in 1843 of the ship *Sooloo*. He was master of the *Rome*, the clipper ship *Witchcraft*, the barks *Eliza*

PORTRAITS IN THE PEABODY MUSEUM

Ann, Quickstep and the *General Cobb*, and also commanded the ships *Sumatra, Malay, Australia* and *Magenta* on many foreign voyages. He was a thorough sailor and skilful navigator, having rounded the Cape of Good Hope thirty-two times and made eight voyages to Sumatra in the pepper trade. Captain Dudley married 3 January 1860 Sarah Brown Holmes, born in Ipswich 4 April 1837, the daughter of Henry Story and Louisa (Kinsman) Holmes. He retired from the sea in 1869 and spent his last years on his farm in Ipswich where he died 27 March 1900. His wife died in Ipswich 3 January 1910.

[See *Essex Co. Prob. Rec.*, Docket 86044; *Ipswich Town Hall Rec.*; Putnam, I, 149, 151, 157, III, 20, 21, 87, 97; Stickney, *The Kinsman Family*, 194; Waters, *Ipswich in the Massachusetts Bay Colony*, II, 623; Information at Peabody Museum.]

48. JOHN HENRY EAGLESTON, 1803-1884. Oil by Charles Osgood, 1851. Canvas, 33 in. x 26 in. Seated figure, face slightly turned to right, eyes front, brown hair parted on right, short side whiskers. White collar, black stock, low-cut satin waistcoat, dark coat. Right arm and hand rest on arm of chair. Brown background. M 2096. Neg. 1158. Plate XIV.

Gift of his sons, 1915.

John Henry Eagleston, shipmaster, was born in Baltimore, Maryland, 23 September 1803, the son of John H. and Rebecca Eagleston, but removed to New England when a boy. His first wife was Elizabeth E—— who died 27 August 1842 at the age of thirty years. On 16 April 1843 he married Mary C. Norton of Tisbury, Martha's Vineyard, born 23 September 1825, the daughter of Alfred and Hannah Norton. She died 23 February 1852. Captain Eagleston's third wife was Hannah Weston. Between 1830 and 1840 Captain Eagleston made many successful voyages to foreign countries, notably to the Feejees and other islands of the Pacific Ocean. When Commodore Wilkes' exploring expedition visited these islands Captain Eagleston rendered him important service by taking the U.S.S. *Peacock*, one of the squadron, safely

PORTRAITS IN THE PEABODY MUSEUM

into the harbor, for which he was greatly commended in Commodore Wilkes' official report to the Government. Captain Eagleston sailed for S. C. Phillips, Nathaniel L. Rogers and other Salem merchants whose vessels carried cargos to the Sandwich Islands to be exchanged there for native products. In 1829 the bark *Derby* was under Captain Eagleston's command, also the *Peru* and the ships *Emerald* and *Leonidas*, the brigs *Mermaid*, *Patsey P. Blount* and *Tim Pickering*. Other vessels in which voyages to the South Seas were made by Captain Eagleston were the schooner *Pontiac*, ship *Talma* and the bark *Edward Koppisch*. He also shared the ownership of numerous other vessels, among which was the brigantine *Zeno*, afterwards named by Captain Eagleston *Mary and Ellen*, for his two daughters. He sailed this vessel to San Francisco, sent by S. C. Phillips and other merchants with a general cargo which was purchased by the gold seekers there, and returned with the first lumps of gold ever brought to Salem from California. Captain Eagleston joined the East India Marine Society in 1829 and the Salem Marine Society in 1842. While resident in Salem he was for a short time a member of the Salem Common Council and also was employed as a marine reporter on the staff of the *Salem Register*. He was the author of several interesting articles for the press upon his experiences in the Feejee Islands. In the latter part of his life he removed to Hyannis, where he made his home with one of his sons, and died there 24 September 1884.

[See *Salem Vit. Rec.* (printed), I, 270, III, 323, V, 226; *Tisbury Vit. Rec.* (printed), 135; *Salem City Hall Rec.*, VI, 91, XV, 136; *E. I. H. C.*, XII (1874), 124-131; *Salem Ship Reg.*, 32, 46, 106, 119, 121, 142, 145, 150, 182, 186; *History E. I. M. S.*, 62; *Laws S. M. S.* (1914), 119; *Salem Gazette*, 26 September 1884; *Salem Observer*, 27 September 1884; Putnam, II, 133, III, 117, IV, 98, 113, 137.]

49. HENRY ELKINS, 1761-1836. Pastel, on reverse of which is inscribed "Hirschmann Pinxit 1791," probably painted in Holland. Dimensions, $11\frac{1}{2}$ in. x $8\frac{3}{4}$ in. Under life size, half-length figure, almost full face, fair hair and complexion, white

PORTRAITS IN THE PEABODY MUSEUM

stock tied in large bowknot. Blue and yellow striped waistcoat, double-breasted blue cut-away coat with large brass buttons. Arms folded in front, warm gray background. M 335. Neg. 5038. Plate XV.

Gift of Miss Mary Jocelyn, 1861.

Henry Elkins of Salem, shipmaster, the son of Henry and Mary (Crowninshield) Elkins was born 4 July 1761. He married 1 December 1783 Preserved Mason, the daughter of Jonathan and Susanna (Babbage) Mason. The family home was for many years on Bow street in Salem. Captain Elkins became a member of the Salem Marine Society in 1792 and of the East India Marine Society in 1800. He was also affiliated with Essex Lodge F. and A. M. During his residence in Salem he was upon very intimate terms with the Rev. Dr. William Bentley, to whom he brought many curious and valuable gifts from overseas. Captain Elkins served from 1812 to 1829 as Naval Officer of the port of Salem and was always identified with the civic life of the city. He sailed for the Crowninshields as master in several of their vessels, commanding the ships *Margaret* and *Ulysses*, also the brigantine *Telemachus*. He was part owner of the schooner *Polly* and the brigantine *Harriet* as well as of the ship *Phoenix* which was captured in the War of 1812. Several times plundered on his voyages by both British and French vessels, he was also repeatedly cast away, notably while he was master of the *Harriet* which was lost outside the Texel when all hands perished save Captain Elkins. About 1806 he purchased a farm in Wenham where he spent several years. Harriet, the only child of Captain and Mrs. Elkins, married in 1819 Major Enos Cutler of the United States Army, and they made their home in Sackett's Harbor, New York. Captain Henry Elkins died 20 August 1836 and Mrs. Elkins died at Burlington, New Jersey, 15 November 1840.

[See *Salem Vit. Rec.* (printed), III, 329, V, 227; *E. I. H. C.*, III (1861), 133, LXVII (1931), 277; *Salem Ship Reg.*, 79, 113, 145, 148, 183, 190; *History E. I. M. S.*, 55; *Laws S. M. S.* (1914), 139; Bentley, *Diary*, I, 175, 221, 271, 334, II, 223, III, 201, 216, 248, IV, 131, 336, 609.]



HENRY ELKINS

No. 49

PORTRAITS IN THE PEABODY MUSEUM

50. **ESHING.** Oil portrait by Chinese artist. Canvas, 26 $\frac{1}{2}$ in. x 20 in. Almost full face, circular black and red hat, black robe with tight fitting green collar from which hangs a double cord. Front of robe richly embroidered. Right hand holds small blue object. Dark brown background. M 364. Neg. 617. Plate XVI.

Gift of Thomas Wren Ward, 1809.

This painting is entered in the 1821 catalogue of the East India Marine Society's Museum as: "387. Portrait of Eshing, a Silk Merchant in Canton, painted in Canton by a Chinese artist." It has not been possible thus far to identify Eshing with any certainty among the merchants of Canton.

51. **CHARLES INGALLS FARNHAM, 1826-1853.** Oval oil portrait by unknown artist. Canvas, 20 in. x 15 $\frac{3}{4}$ in. Young man, brown hair parted at left, nearly full face, eyes front, beard at sides of face and under chin. White collar, black stock, pleated shirt front, dark coat, gray background. M 3092. Neg. 1525.

Presented by Mrs. W. DeY. Field, 1926.

Charles Ingalls Farnham was born in Salem 18 March 1826, the son of Putnam I. Farnham, Salem shipmaster and merchant, and his wife Rebecca (Ingalls) Farnham of Merrimac. After a youth spent in Salem Mr. Farnham removed to Roxbury, where he made his permanent residence and from whence he sailed in 1853 on the schooner *Eleanor* bound to Madagascar. He was but three days out from New York when he was lost overboard and drowned 9 February 1853.

[See *Salem Vit. Rec.* (printed), I, 289; *Salem Register*, 28 February 1853; Putnam, III, 109; Burleigh, *Ingalls Genealogy*, 54; Allen, *Centennial Celebration in Merrimac*, 62.]

52. **WILLIAM FETTYPLACE, 1780-1867.** Oil by Charles Osgood, 1844. Canvas, 29 $\frac{1}{2}$ in. x 24 $\frac{1}{2}$ in. Half-length seated figure, head three-quarters to right, eyes front, gray hair, bald on top of head, dark

PORTRAITS IN THE PEABODY MUSEUM

complexion. High turned-down white collar, black stock and waistcoat. Right arm and hand rests on arm of red upholstered chair. Dark background. M 355. Neg. 5039. Plate XVII.

Gift of his daughter, Miss Sarah B. Fettyplace, 1886.

William Fettyplace was baptised 14 May 1780 at Marblehead, the son of Edward and Jane (Williams) Fettyplace. In 1805 he sailed as master on the snow *Pallas* and the ship *Halcyon* from Marblehead. In 1809 the brig *Elizabeth*, under the command of Captain Fettyplace and bound on a foreign voyage, was taken by a French privateer. When, however, a British frigate appeared the French captain ordered his men back from the *Elizabeth* and returned Captain Fettyplace's men, sending him a prizemaster with directions to follow him. "But Marblehead men not being apt to obey such directions, Captain Fettyplace preferred to bring her in here" (to Sardinia). From 1810 to 1821 the schooners *Ann*, *Success* and *Cæsar*, the ships *Globe* and the brig *Union*, all of Marblehead, are recorded as bringing to Captain Fettyplace as consignee large cargoes of coffee, cotton, almonds, raisins, wine and other goods from Havana, Lisbon, Gibraltar and Marseilles. Captain Fettyplace joined with several prominent Salem men to incorporate the Massachusetts Steam Navigation Company, which built in 1816 at Philadelphia the steamboat *Massachusetts*, designed to run between Salem and Boston. This venture was not entirely successful. In company with other merchants of Salem Captain Fettyplace is credited with ownership in the ships *Alexander*, *Charles Morris* and *General Knox*, the brigs *Franklin*, *Henry*, *Washington* and others. In 1816 Captain Fettyplace became a member of the East India Marine Society, and served for several years as Treasurer, becoming President in 1832. In 1835 he removed to East Boston and there associated himself with the East Boston Company, organized to promote the sale of lands in that place and to finance other improvements. On 17 June 1804 William Fettyplace married Mehitable Story, born 16 April 1781, the daughter of Elisha Story and his sec-



ESHING

No. 50

PORTRAITS IN THE PEABODY MUSEUM

ond wife, Mehitable (Pedrick) Story. Mrs. Fettyplace died at East Boston 3 December 1863 and Captain Fettyplace 30 November 1867 in the same city.

[See *Marblehead Vit. Rec.* (printed), I, 173, II, 143; *E. I. H. C.*, L (1914), 194, 309, 310; *Salem Ship Reg.*, 6, 31, 65, 69, 83, 196; *History E. I. M. S.*, 58, 68; *Salem Gazette*, 29 September 1809, 3 December 1867; *Salem Register*, 7 December 1863; Sumner, *History of East Boston*, 525, 559, 671, 750-752; Lindsey, *Old Marblehead Sea Captains and the Ships in Which They Sailed*, 51; Bradlee, *Marblehead Foreign Commerce*, 74, 76, 77, 86, 94.]

53. JOHN BROWN FISK, 1804-1881. Oil by C. Müller, 1846. Canvas, 40 in. x 30 in. Half-length seated figure, almost full face, head leans slightly to left. Dark brown hair parted on left side, short side whiskers. High white collar and black stock, dark coat, low-cut satin waistcoat, circular pin in shirt. Right hand hangs over arm of chair, left hand in opening of coat. Gold chain around neck. Figured cover on table in right lower corner. Medium brown background. M 383. Neg. 2300. Plate XVII.

Gift of heirs about 1891.

John Brown Fisk, shipmaster, was born in Beverly 1 October 1804, the son of Captain Ezra and Polly (Lake-man) Fisk. He followed the sea from the age of fifteen years until 1856 when failing health forced his retirement. Except for a short period when Captain Fisk lived in Brooklyn, New York, his residence was in Salem. He was counted among the famous old East India and China captains of the clipper ship era. The extreme clipper ship *Nightingale*, built at Eliot, Maine, in 1851, one of the most beautiful and perhaps the most interesting American vessel of her type, was under his command. She carried as a figurehead a bust of Jenny Lind, for whom she was named, and her stern was decorated with a representation of the same lady in a reclining posture with a

PORTRAITS IN THE PEABODY MUSEUM

nightingale perched on her finger. Designed for speed and built with the finish and luxury of a private yacht, the *Nightingale* so involved her designer and builder in financial difficulties that she was sold at public auction a few months after launching. Bought by Messrs. Sampson and Tappan of New York, at the moment of the Australian gold rush, the vessel sailed for Sydney on 18 October 1851 under the command of Captain Fisk. Meeting adverse winds and unfavorable weather in the North Atlantic, the *Nightingale* took ninety days from Boston to Sydney and disappointed all concerned. From Australia Captain Fisk proceeded to Canton and thence to Shanghai to load tea for London. The voyage from China to England was again delayed by bad weather, and, although the *Nightingale* made the run from the Cape of Good Hope to Deal in only thirty-nine days, Captain Fisk was so chagrined over the result of his first round voyage that he left the vessel at London and the owners sent out Captain Samuel W. Mather to take command. Captain Fisk commanded the *Dashing Wave*, a medium clipper ship built at Portsmouth, New Hampshire, in 1853, on her first two voyages to California. Captain Fisk became a member of the Salem Marine Society in 1839 and of the East India Marine Society in 1851. He also served Salem as alderman in 1861 and 1871. On 10 January 1832 Captain Fisk married Sarah Smith of Salem, born 28 May 1812, the daughter of Andrew and Lucretia (Derby) (Mansfield) Smith. She died at Salem 4 June 1894 at the family home, 13 Boston street, surviving her husband, whose death occurred 22 February 1881.

[See *Salem Vit. Rec.* (printed), I, 303, III, 361; *Beverly Vit. Rec.* (printed), I, 132; *Salem City Hall Rec.*, XV, 87, XVIII, 97; *History E. I. M. S.*, 64; *Laws S. M. S.* (1923), 174; *Salem Register*, 24 February 1881; *Salem Directory*, 1894; Putnam, III, 87, IV, 65; Howe and Matthews, *American Clipper Ships*, I, 115; Clark, *The Clipper Ship Era*, 302, 369; Cutler, *Greyhounds of the Sea*, 203, 417, 426, 469, 493, 499; Pierce, *Fiske-Fisk Genealogy*, 200, 316.]



WILLIAM FETTYPLACE

No. 52



JOHN BROWN FISK

No. 53

PORTRAITS IN THE PEABODY MUSEUM

54. HEZEKIAH FLINT, 1766-1818. Oil by Perley Derby. Canvas, 26½ in. x 21½ in. Waist-length figure, head three-quarters to right, eyes front, brown hair worn long at sides of face and over forehead. White stock, frilled shirt front, waistcoat with narrow red and blue stripes, brown double-breasted coat. Seascape in background with ship on horizon. M 2956. Neg. 1200.

Gift of Wilbur Henry Haggett, 1924.

Hezekiah Flint, master mariner, was born in South Danvers, Massachusetts, 31 January 1766, the son of Samuel Flint, Revolutionary patriot and his wife, Ede (Upton) Flint. He took up his seafaring career after working for a few years on his father's farm and soon rose to be master mariner, joining the Salem Marine Society in 1803. In 1794 the schooner *Cynthia*, then under Captain Flint's command, was captured by a British privateer, but he overcame the prize crew and retook his own vessel. During the years 1798, 1809 and 1811 he was associated with Joseph Peabody, Gideon Tucker and other prominent Salem merchants in the ownership of the brigantine *Neptune*, the ship *Cincinnatus* and the brig *Rotund*, the two former being also under his command. He was master of the brigantine *Polly* in 1798 and the brig *Welcome Return* in 1806. Captain Flint married 20 August 1789 Sally Putnam, born 5 October 1769, the daughter of Tarrant and Sarah (Page) Putnam. Captain Flint died on 22 September 1818 and Mrs. Flint 28 February 1858.

[See *Danvers Vit. Rec.* (printed), I, 125, II, 98, 369; *Salem Ship Reg.*, 33, 36, 37, 131, 148, 161, 197; *Laws S. M. S.* (1914), 115, 144; Putnam, *The Putnam Lineage*, 250; Flint and Stone, *Descendants of Thomas Flint*, 25, 50, 51; *N. E. Hist. and Gen. Reg.*, XII (1858), 284; Vinton, *The Upton Memorial*, 125; Information at Peabody Museum.]

55. BENJAMIN FOSTER, 1787-1842. Oil by W. O. Cole of Newburyport. Canvas, 28 in. x 21 in. Head and shoulders, shaven face, brown hair, high collar, white stock tied in small bow. Dark yellow-

PORTRAITS IN THE PEABODY MUSEUM

ish waistcoat, dark coat, right hand in opening of coat. Dark warm background. M 4118.

Purchase, 1934.

Benjamin Foster, shipmaster, was born in Gloucester 12 April 1787, the son of Joseph and Rebecca (Ingersoll) Foster. His father was also a mariner, sailing from the port of Gloucester. Benjamin Foster married 19 April 1821, Ruby Frye, born in Andover 4 April 1802, the daughter of John and Betsey (Noyes) Frye. She died at Gloucester 28 December 1838. While Captain Foster was at the port of Surinam in command of the brig *Premium* he was taken ill and died there 24 September 1842.

[See *Gloucester Vit. Rec.* (printed), I, 261, 268, II, 213, III, 133; *Andover Vit. Rec.* (printed), II, 144; *Salem Register*, 14 November 1842; Avery, *Genealogy of Ingersoll Family in America*, 41; Barker, *Frye Genealogy*, 62, 63; Pierce, *Foster Genealogy*, 263, 349.]

56. THOMAS FULLER, 1813-1906. Oil, painted in China. Canvas, 26 in. x 20 $\frac{3}{4}$ in. Half-length seated figure of middle-aged man, almost full face, bald on top of head, brown hair and short side whiskers. White collar, black stock and coat, low-cut waistcoat. Left hand on thigh, right hand and arm rest on table at left. Dark gray background. M 2302.

Gift of Ernest Albert Comer, 1918.

Thomas Fuller, shipmaster, was born in Salem 25 March 1813, the son of Thomas Fuller and his wife, who was a native of Marblehead. He married 17 December 1838 Ruth Carey, the daughter of John and Susan (Bacon) Carey. Thomas Fuller worked for a few years in the Salem Lead Mills, and his first voyage to sea was as cabin boy in the brig *Dawn*. He made many subsequent voyages, twelve of which were to Sumatra in the pepper trade. He is recorded as master of the ships *Francis Whitney*, *Audubon*, *Arabia* and *Kate Howes* and the barks *Thetis*, *Ceres* and *Lucilla*. As a boy in the brig *Mexican* he shared the unforgettable experience of 1831 when the vessel was captured and set on fire by pirates. Captain Fuller encountered an unusual number of hardships during his

PORTRAITS IN THE PEABODY MUSEUM

seafaring life, notably the mutiny on the *Lucilla*, when his crew sought to plunder the vessel and kill him in order to obtain the \$25,000 in specie which was on board. Captain Fuller successfully overcame the ringleaders and saved the situation. During a typhoon in the China sea when in command of the *Kate Howes* he rescued from drowning the crew and passengers of the *Catherine Slew*, an English ship, which brave deed was handsomely acknowledged by the British Government. While on a voyage to Europe on the *Arabia* in 1868, ill health compelled him to return home, leaving his vessel in a foreign port. Captain Fuller became a member of the East India Marine Society in 1869 and joined the Salem Marine Society in 1870. He died 1 December 1906 and Mrs. Fuller's death took place 16 March 1902.

[See *Salem Vit. Rec.* (printed), I, 333, III, 394; *Salem City Hall Rec.*, XXI, 97, 208; *E. I. H. C.*, XXXIV (1898), 44, 46, 49, 53; *Salem Ship Reg.*, 14, 205; *History E. I. M. S.*, 65; *Laws S. M. S.* (1914), 152; *Salem Evening News*, 1 December 1906; Putnam, I, 141, 142, 146.]

57. SAMUEL GALE, 1783-1829[?]. Oil by unknown foreign artist, 1820. Canvas, 24 in. x 18 in. Waist length figure, head three-quarters to right, eyes front, light brown curling hair and short side whiskers. High white collar and stock tied in small bow, frilled shirt front, high white waistcoat. Blue coat, brass buttons, buff trousers. Dark gray background. M 384. Neg. 5040.

Gift of Miss Sarah G. Gale, 1879.

Samuel Gale was probably born in 1783, the son of Samuel and Mary (Currier) Gale. His wife, whom he married 15 May 1814, was Mary Richards, the daughter of Benjamin and Mary (Fowle) Richards. Captain Gale became a member of the East India Marine Society in 1827, and sailed from Salem 17 March 1829 in command of the 263-ton brig *Indus* bound for Cronstadt. His crew numbered twelve men and he carried one passenger, Captain Edward Lander. The vessel probably reached her destination without incident, for he is re-

PORTRAITS IN THE PEABODY MUSEUM

corded as loading at St. Petersburg with candles, sheeting, duck, flax, etc., for a return voyage. A letter from Captain Gale mentions that his brig struck a reef off the Island of Moen, near Denmark. A newspaper account states that the *Indus* was stranded on the island of Bornholm in the Baltic Sea 14 October 1829. This paper also reports that the crew was saved after twenty-four hours on the wreck. It has been generally supposed that Captain Gale was lost at this time, but no definite proof has ever been established. Mrs. Gale died on Mill Street in Salem 18 June 1877, in the house which had been her home for many years.

[See *Salem Vit. Rec.* (printed), I, 336, III, 397; *Salem City Hall Rec.*, XV, 43, XVIII, 20; *Salem Ship Reg.*, 91; *History E. I. M. S.*, 62; *Salem Gazette*, 27 March, 12 May, 8 and 15 December, 1829.]

58. JOHN LOVETT GALLUP, 1811-1853. Oil by unknown artist. Canvas, 25¼ in. x 24½ in. Figure three-quarters to right, eyes front, black curling hair, dark eyes looking front. High white collar, black silk stock, low cut waistcoat, black coat. Dark gray background. M 1678.

Gift of Miss Hannah Gallup, 1912.

John Lovett Gallup was born at Beverly 18 March 1811, the son of William and Abigail (Baker) Gallup, and married 16 August 1835 Joanna Elizabeth Lovett, the daughter of Josiah and Hannah (Standley) Lovett. In 1830 Mr. Gallup was a seaman on the fifteenth voyage of the merchant ship *George*, a Joseph Peabody vessel. He commanded the brig *Reaper* in 1842 and in 1853 the brig *Vintage*, owned by Robert Brookhouse and others. This vessel cleared for the West coast of Africa with Captain Gallup as master on 25 February 1853. She was a fine brig of 200 tons, built in 1837 at Fox Hill, Scituate, by Waterman and had been used as a "fruiter." The *Vintage* did not reach her destination and is supposed to have been lost with all on board on or about 8 March 1853. Captain Gallup was survived by a widow and six children. Their home was on Bartlett Street in

PORTRAITS IN THE PEABODY MUSEUM

Beverly and his inventory shows property at Beverly Cove and on Federal Street.

[See *Essex Co. Prob. Rec.*, Dockets 10589, 40002; *Beverly Vit. Rec.* (printed), I, 147; *Salem Ship Reg.*, 154; *Salem Gazette*, 1 March 1853; *Salem Register*, 22 December 1853; Putnam, II, 24; Briggs, *Shipbuilding on the North River*, 139, 407.]

59. JAMES DUNLAP GILLIS, 1798-1835. Oil by R. T. Furness, 1909, after a portrait painted by Ferdinandus de Braekleer at Antwerp, 1826. Canvas, 32½ in. x 26 in. Half length figure, full face, dark hair and short side whiskers, dark complexion. High collar, white stock, frilled shirt, black waistcoat, black double breasted coat. Right arm rests on thigh, left arm on table to right. Holds a chart, curtain on left, books and globe in right background. M 1267. Neg. 5158.

Gift of James A. Gillis, 1909.

James Dunlap Gillis, shipmaster in Asiatic waters, was born in Boston near Park Square in 1798, of Scotch-Irish parentage. He inherited from his father, who was a graduate of Dublin University, a taste for architectural drawings and his name may be found signed as a student in McIntire's office to some of that architect's working plans. In 1813 James D. Gillis was credited on the muster roll of the Crowninshield privateer *America* with part of a share in this vessel and ranked as a gunner's yeoman. He became a member of the East India Marine Society in 1823, and married 9 October 1826 Lydia D. Richardson, born at Salem 14 December 1800, the daughter of Jesse Richardson, a merchant in the East India trade, and his wife Eunice (Dodge) Richardson. Captain Gillis proved to be a bold and skilful navigator and made many voyages to Sumatra, Padang, Quallah Battoo, St. Petersburg and other foreign ports. In 1826 he commanded the ship *William*, owned by Stephen White and Gideon Barstow, but the other vessels under his command were largely the property of the firm of Silsbee, Pickman and Stone and included the ships *Borneo*, *Delphos*, *Endeavor*, *Arnold Welles*, *William*, *Franklin*, and

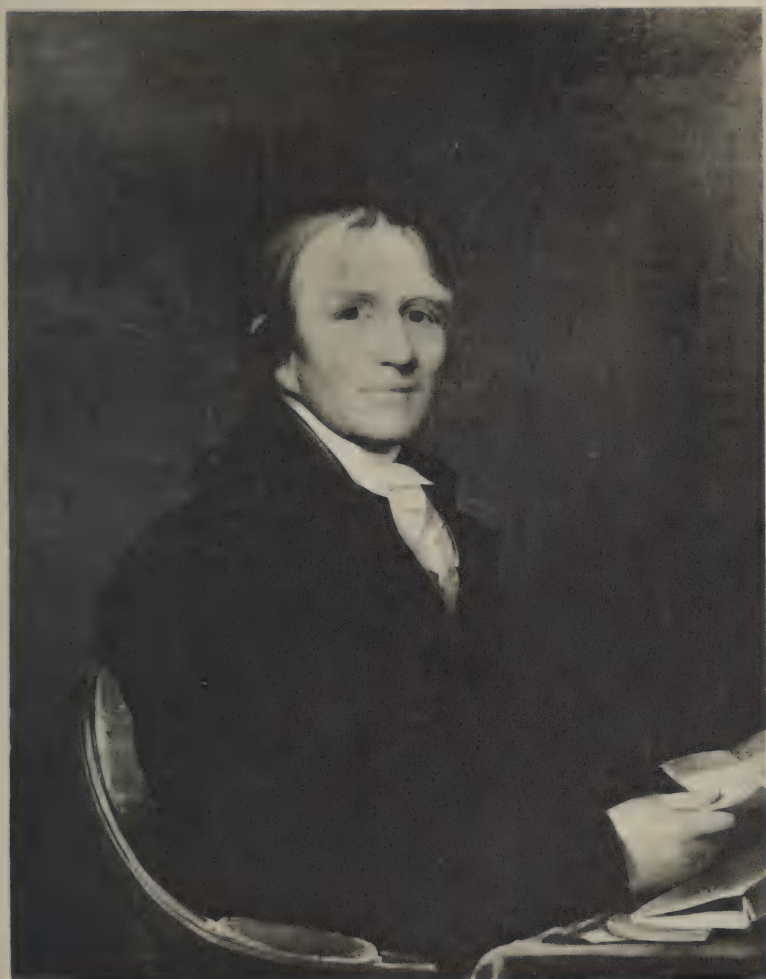
PORTRAITS IN THE PEABODY MUSEUM

the brig *Malay*. Captain Gillis brought to Salem cargoes of coffee, hides, rattans, hemp, indigo and pepper, with other Asiatic products. Early in 1835 he expressed a desire to take up a less adventurous life, and arrangements were proposed for his removal with his family to Portland where he hoped to enter upon a mercantile career in company with his brother-in-law George D. Richardson. These hopes were never realized, for Captain Gillis died on the ship *Equator* on his passage from Batavia, 10 December 1835. Mrs. Gillis died in Salem in 1875.

[See *Essex Co. Prob. Rec.*, Docket 10951; *Salem Vit. Rec.* (printed), I, 356, III, 417, V, 280; *E. I. H. C.*, LVII (1921), 162; *Salem Ship Reg.*, 199; *History E. I. M. S.*, 61; Putnam, I, 111, II, 133; Gillis Papers at the Essex Institute, II, 40; Duren, *Three Generations of Silsbees and Their Vessels*, 15-30, 39; Vinton, *Richardson Memorial*, 631, 691, 692.]

60. WILLIAM GRAY, 1750-1825. Oil after Gilbert Stuart. Canvas, 33¼ in. x 26 in. Seated figure facing towards right, head three-quarters to right, eyes front, fair hair brushed loosely over forehead and tied in a queue. White stock, frilled shirt, black satin waistcoat, dark coat. Sits at table, which has red cover and papers on it. Right hand holds open letter. Dark gray background. M 314. Neg. 1390. Plate XVIII.

William Gray, Salem merchant, familiarly called "Billy" Gray, was born at Lynn on Marion Street near the Boston Road, 27 June 1750, but about 1760 he removed to Salem with his parents, Abraham and Lydia (Calley) Gray. He was apprenticed as a lad to Samuel Gardner, Esq., but soon entered the counting house of Richard Derby. Here he learned the first principles of business, through the application of which he became one of America's wealthiest merchants. Seafaring life evidently did not tempt him, for he began business for himself when he was about twenty-eight years of age. His wife, whom he married 28 March 1782, was Elizabeth Chipman, born at Marblehead 9 June 1756, the daughter of John and Elizabeth (Brown) Chipman. Always in-



WILLIAM GRAY

No. 60

PORTRAITS IN THE PEABODY MUSEUM

tensely patriotic, one of Mr. Gray's first acts was to contribute to the outfitting of the *Quero*, Richard Derby's ship which was rushed to England to carry the news of the American victory at the Battle of Lexington. Similarly several decades later he gave generously to the building of the frigate *Essex*. Although Mr. Gray was from the first deeply absorbed in his business, yet he found time to join the Salem Fire Club, the Salem and Danvers Aqueduct Company, and was one of the incorporators of the Essex Fire and Marine Insurance Company. He also served as selectman and was President of the Essex Bank. Mr. Gray owned solely or in part several private armed vessels during the latter part of the Revolution. Of these the most prominent were the *Defence*, *Hind*, *Venus*, *Iris*, *Hector* and *Union*. Although he is not recorded as taking any active part in the service of the Revolutionary War, Mr. Gray held a lieutenant's commission in Captain Richard Ward's Company of the First Essex County Regiment of Militia. After the War a large number of vessels were purchased by Mr. Gray for merchant service in China, India and many other foreign countries, and the records show that a great proportion of his cargoes were consigned to himself. Among the best known of his vessels were the *Grand Turk*, *Romp*, *Porcupine*, *Spitfire*, *Hawk*, *William and Henry*, *Active*, *Rising States* and *Leopard*. In 1783 William Gray lived on Essex Street in Salem in a house purchased of William Brown, but in 1800 he built a mansion on the opposite side of the street, portions of which still form a part of the Essex House of today. In 1809 he removed to Boston, where he purchased the estate of Governor Sullivan and also a summer house in Cambridge. He was a staunch Federalist in politics and a member of the Federalist Committee of Correspondence, Senator from Essex County and Lieutenant Governor of Massachusetts, 1810-11. The business ventures which he continued during his residence in Boston were very successful and he was accounted one of the largest ship owners in the country. Mrs. Gray died in Boston 29 September 1823 and Mr. Gray on 3 November 1825. He was unostentatious and affable in manner and scrupulously honest in his commer-

PORTRAITS IN THE PEABODY MUSEUM

cial transactions. It is said his name was held in such high esteem that Salem envied Lynn the honor of his birthplace, and someone has written:

"Salem and Lynn for Gray's birth now contest,
Lynn gains the palm, but Salem fares the best."

[See *E. I. H. C.*, LII (1916), 119, LVI (1920), 145; *Salem Gazette*, 1 October 1799; Osgood-Batchelder, 138; Bentley, *Diary*, I, 84, 131, II, 109, 282, III, 364, 383, 417, 501; Lewis and Newhall, *History of Lynn*, 499; Gray, *William Gray of Salem, Merchant*, 5-85.]

61. GEORGE WILLIAM HALE, 1825-1891. Oil by unknown artist. Canvas, 25½ in. x 21 in. Three-quarters face, dark hair parted on the side, short whiskers at side of face and under chin. High white collar, black stock, dark coat, plaited shirt front. Dark gray background. M 4153. Neg. 4009.

Gift of Lawrence Waters Jenkins, 1935.

George William Hale, master mariner, was born at Newburyport 8 January 1825, the son of Moses and Anstice (Jacques) Hale. He married on 7 February 1850 in Newburyport, Elizabeth Bayley Cheney, born 10 December 1823, the daughter of James Cheney, a native of Sanford, Maine, and his first wife Elizabeth Bayley of Newburyport. Captain and Mrs. Hale were the parents of two daughters and one son. Captain Hale joined the Newburyport Marine Society in 1855 and was always an active member. He was one of five sons of whom four were shipmasters, and following the traditions of his family spent many years at sea. Under his command were the ships *Albert Edward*, *Antelope*, *Charles H. Lunt*, *Don Quixote*, *Guiding Star*, *Lebanon*, *Mariposa*, *Ocean Express*, *Ocean Queen*, *Pacific*, *Progress* and *Sancho Panza*. Captain Hale's voyages were literally to the ends of the earth and his cargoes varied and valuable. He sailed from several New England ports and for various owners. About 1871 Captain Hale retired from the sea and opened a shipping masters' office in Liverpool, where he remained for about fifteen years. His wife and

PORTRAITS IN THE PEABODY MUSEUM

daughters accompanied him to England and it is probable his wife died there. He then returned to Newburyport, where he resided until his death, which occurred suddenly 24 June 1891.

[See *Newburyport Vit. Rec.* (printed), I, 174; *Newburyport City Hall Rec.*, IV, 13, V, 44; *History Newburyport Marine Society*, 402; *Salem Evening News*, 25 June 1891; *Newburyport Morning Herald*, 25 and 26 June 1891; Robinson and Dow, *Sailing Ships of New England*, Series I, Nos. 13, 212, Series II, Nos. 352, 367, 465, 481, 504; Webster, *Old Ships of New England*, 84, 89; Pope, *Cheney Family*, 352.]

62. JONATHAN HARADEN, 1744-1803. Miniature by unknown artist. Dimensions, $2\frac{1}{4}$ in. x $1\frac{5}{8}$ in. Head and shoulders, head slightly to left, eyes front, closely cut fair hair. White stock tied in small bow. High-cut double-breasted white waistcoat with small blue dots. Brown coat with velvet collar and metal buttons, opened to show waistcoat. Pale blue-gray background. M 3922. Neg. 2518.

Gift of Charles Henry Taylor, 1933.

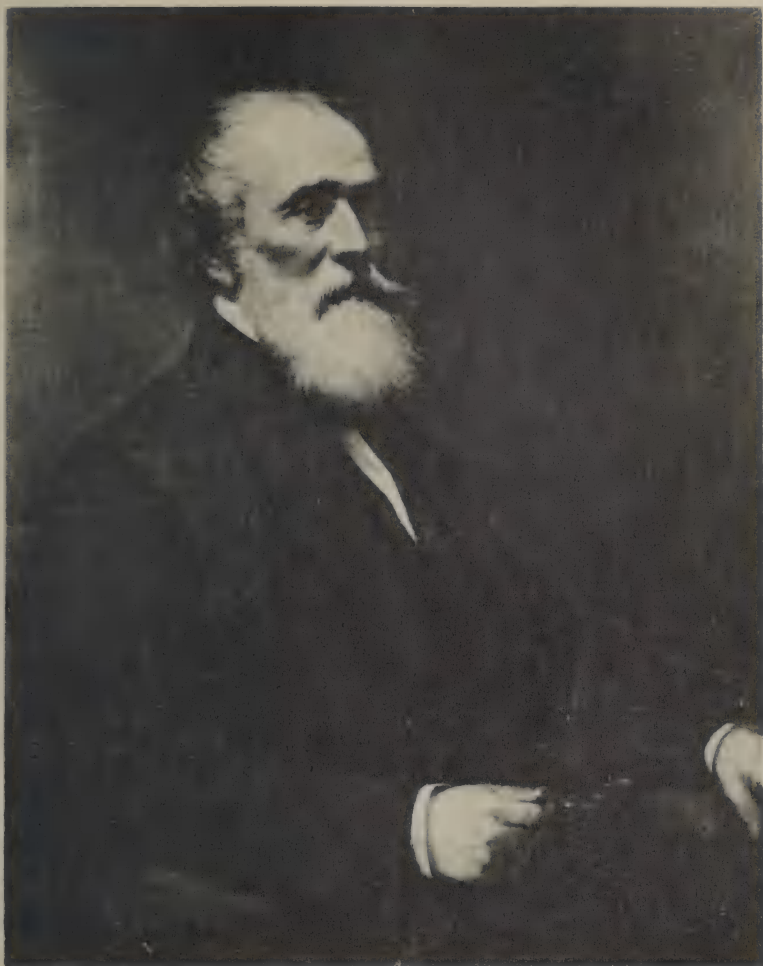
Jonathan Haraden, distinguished Naval commander, was born at Gloucester 1 December 1744, the son of Joseph Haraden, 3d, of Gloucester and his wife Johanna (Emerson) Haraden. He removed to Salem when a young man, in company with Joseph Cabot. He married 8 June 1767 Hannah Deadman, baptized 29 March 1747, the daughter of William and Hannah (Goodhue) Deadman. His second wife, whom he married 11 March 1782, was Eunice, the daughter of Rev. James Diman and widow of Thomas Mason. She died 12 November 1796 at the age of forty-four years. Mrs. Mary Scallam became his third wife on 12 October 1797. She died 13 January 1832, aged seventy-four years. Captain Haraden joined the Salem Marine Society in 1782 and was elected its master in 1795. His first major experience on the sea was as a lieutenant in the *Tyranicide* in 1776. The next year he was given her command and in company with Captain John Fisk in the *Massachusetts* he

PORTRAITS IN THE PEABODY MUSEUM

cruised around the British Isles and France capturing several prizes. In 1780 Captain Haraden took an English privateer, putting on board a prize crew with Jonathan Carnes as commander. However as his own crew was weakened by the loss of these men the prize vessel was recaptured by an English ship. Captain Haraden, nothing daunted, then gave battle and again took his prize, carrying her safely into a Spanish port. His most important privateering service began with his command of the *Gen. Pickering*, when in 1779 he took three Letter of Marque vessels. The *Gen. Pickering* fell into hard luck at St. Eustatia in 1781, when she was captured and Captain Haraden taken prisoner. After he had regained his liberty he took command of the *Julius Caesar* in which he had several battles with the enemy. In commemoration of his great bravery in the *Gen. Pickering* he was presented with a silver tankard and cups by the owners of his vessel. During his service in the Revolution Captain Haraden fought his battles upon the sea with indomitable courage and captured more than one thousand of the enemy's guns. Upon his return from the war Captain Haraden purchased a rope walk and in 1795 advertised "Cables and Cordage of the first quality" for sale. This seems to have been his only business venture, for soon after, in failing health and reduced circumstances, he retired and spent the remainder of his life in Salem, where he died 23 November 1803, thus closing a life of remarkable adventure and distinguished patriotism.

[See *Salem Vit. Rec.* (printed), III, 467, 468, V, 310; *Newbury Vit. Rec.* (printed), I, 223; *Gloucester Vit. Rec.* (printed), I, 323; *Laws S. M. S. (1914)*, 110, 131, 138; *Salem Gazette*, 28 July 1795; Perley, III, 158, 415; Bentley, *Diary*, II, 205, III, 62; Babson, *History of Gloucester*, 98, 99; Emerson, *Emerson Genealogy*, 56, 418; Allen, *Massachusetts Privateers of the Revolution*, 150, 151, 195, 237; Malone, *Dictionary of American Biography*, VIII, 234; Felt, *Annals of Salem*, II, 274.]

63. AUGUSTINE HEARD, 1785-1868. Oil by William Morris Hunt. Canvas, 36 in. x 29 in. Three-quarters length seated figure, facing right. Face three-quarters to right. Gray hair and full beard.



AUGUSTINE HEARD

No. 63

PORTRAITS IN THE PEABODY MUSEUM

Arms rest on arms of chair. Holds pair of glasses in right hand. Dark clothing and background.
M 3788. Neg. 3270. Plate XIX.

Purchase, 1931.

Augustine Heard, merchant and sea captain, was born at Ipswich 30 March 1785, the son of John Heard and his second wife Sarah (Staniford) Heard. After studying at Phillips Exeter Academy he entered the employ of Ebenezer Francis, a merchant of Boston, where he remained for a short period before sailing for Calcutta in 1805 as supercargo in the ship *Eliza*, owned by Mr. Francis. From 1807 to 1811 he made voyages to Leghorn, Calcutta and Canton as supercargo in the topsail schooner *Betsy*, the ship *William* and the brig *Caravan*. In 1812, as master and supercargo of Pickering Dodge's brig *Caravan* he made a memorable and eventful voyage to India with the Congregational missionaries Adoniram Judson, Samuel Newell and their wives as passengers. On his return voyage, rather than risk capture by a British vessel, Captain Heard sold the *Caravan* at San Salvador and made his way to Rio de Janeiro on board an African slaver, disguising himself as a shipwrecked mariner and hiding the proceeds of the sale in his sea chest. Between 1815 and 1829 voyages in the brigs *Hindu*, *Governor Endicott*, *Phoenix* and *Omar* and the ships *Bengal*, *Packet* and *Emerald* completed Captain Heard's active service at sea. Thereafter he spent many years in Canton as partner in the firm of Russell & Company, but ill health caused his return to America and in 1834 he established the firm of Augustine Heard & Company. He prospered greatly, and ever mindful of his native town promoted its prosperity in many ways. He was an incorporator of the Ipswich Manufacturing Company, interested in a stocking concern in that town and gave the First Parish Church its organ and parsonage. He also contributed a goodly sum to encourage enlistment at the time of the Civil War and established a fund for the relief of disabled or ill soldiers. The Public Library at Ipswich was also made possible through his generosity. Captain Heard died unmarried at Ipswich 14 September 1868, in the house in which he was born.

PORTRAITS IN THE PEABODY MUSEUM

[See *Essex Co. Prob. Rec.*, Docket 43132; *Ipswich Vit. Rec.* (printed), I, 181; Waters, *Ipswich in the Massachusetts Colony*, II, 611, 616, 617, 619, 632-634, 661, 676, 761; Briggs, *History and Genealogy of the Cabot Family*, I, 314, 316; Malone, *Dictionary of American Biography*, VIII, 482; Waters, *Augustine Heard and His Friends*, 9-52.]

64. CHARLES HOFFMAN, 1797-1878. Oil by Charles Osgood. Canvas, 35½ in. x 28 in. Seated figure in red plush chair, almost full face, dark brown hair parted on left side, short side whiskers. High turned-over collar, black stock, low cut satin vest, black coat. Both arms rest on arms of chair, right hand holds open letter, vase of flowers and ink-well on green cloth covered table at left of picture. M 744. Neg. 5041.

Bequest of Mrs. Charles Hoffman, 1906.

Charles Hoffman, master mariner, was born 16 October 1797 in Hamburg, Germany, the son of Johan von Hoffman and Christine (Lawreno) Hoffman of Denmark. He came to Salem soon after 1815 and joined Essex Lodge of Free Masons in 1824. He became a member of the East India Marine Society in 1869. From 1833 to 1860 Captain Hoffman was almost constantly upon the sea, sailing as master of the brigs *Elizabeth* and *Shawmut* and the schooners *Enterprise*, *Fredonia* and *James*. He was always part or sole owner of the vessels under his command. He also purchased many other craft from time to time, investing either alone or in company with a few others. Of these latter vessels fifteen brigs, eight schooners and two barks were registered in Salem. The best known were the *Ann Elizabeth*, *Ceylon*, *Otho*, *Potomac*, *Patriot* and *Malaga*. In 1873, when the trade with the natives of the West coast of Africa was at its height, Captain Hoffman's importations were very large and included ivory, gold dust, hides, etc., consigned to himself or to a few prominent Salem merchants. On 2 September 1835 he married Ruth A. Felt, born 1808, the daughter of Joseph and Sarah (Bradish) Felt. She died 13 April 1838 and on 8 September 1840 Eliza Amanda King be-

PORTRAITS IN THE PEABODY MUSEUM

came his second wife. She was born 15 June 1822, the daughter of Henry and Elizabeth W. (Gould) King. After Captain Hoffman's retirement from the sea he interested himself in horticulture and his large greenhouses were famous. The family lived for many years at 26 Chestnut Street, Salem, where Captain Hoffman died 28 July 1878. His wife died 7 February 1905.

[See *Essex Co. Prob. Rec.*, Dockets 95929, 42512, 15790, 44492; *Salem Vit. Rec.* (printed), I, 375, 441, III, 507, 571; *Salem City Hall Rec.*, XV, 56, 82, XXI, 167; *Salem Ship Reg.*, 10, 30, 50, 53, 65, 94, 112, 137, 141, 152, 172; *History E. I. M. S.*, 66; *Salem Register*, 1 August 1878; *Salem Directories*, 1878-1905; *Morris, Felt Genealogy*, 141.]

65. JOHN HOLMAN, 1769-1858. Oil by unknown artist. Canvas, 23 $\frac{1}{4}$ in. x 18 $\frac{3}{4}$ in. Head and shoulders, three-quarters to left. Brown hair and side whiskers brushed toward face, fair complexion. High white collar, white stock tied in small bow knot, high white waistcoat partly unbuttoned. Blue coat with metal buttons, plaited shirt front, oval red stone shirt pin. Warm gray background. M 3138. Neg. 5052.

John Holman, shipmaster, was born in Salem 11 July 1769, the son of Gabriel and his first wife Sarah (Goodhue) Holman. His early years were spent upon the sea and he joined the East India Marine Society in 1803. He married 20 August 1806 Lois, daughter of Rev. Ebenezer Nelson, a Baptist clergyman of Reading and Malden. She died 22 July 1825. On 24 August 1827 Captain Holman married Olivia Newell of Beverly, who died at Ithaca, New York, 5 March 1834 at the age of forty years. His third wife was Hannah H. Orne, whom he married in November 1835. She died at Ithaca 20 October 1869. Captain Holman and his first wife were the parents of seven children. Among the vessels under his command, all of which sailed to foreign ports, were the brigs *Chance*, *Cora* and *Laura*, the brigantine *Plymouth* and the bark *Two Brothers*. Captain Holman lived in Ithaca after 1826 and died there 18 March 1858.

PORTRAITS IN THE PEABODY MUSEUM

[See *Salem Vit. Rec.* (printed), I, 443, 444, III, 510, V, 338; *Reading Vit. Rec.* (printed), 369; *Salem Ship Reg.*, 30, 36, 104, 147, 188; *History E. I. M. S.*, 56; *Salem Gazette*, 5 November 1869; *Salem Register*, 1 April 1858; Goodhue, *The Goodhue Family*, 33, 35.]

66. WILLIAM JOHNSON, 1796-1837. Oil by unknown artist. Canvas, 23¼ in. x 18 in. Portrait under life size, three-quarters length, seated figure turned slightly to right, eyes front. Dark hair and short side whiskers, high white collar, black stock, low cut white waistcoat, white trousers. Dark coat, left arm and hand rest on chair, right hand on thigh. M 2431.

Gift of William Johnson, 1915.

William Johnson was born at Danvers, Massachusetts, 6 June 1796, the son of William and Elizabeth (Buxton) Johnson. He married at Salem 8 July 1827, Phebe Brown, born 11 August 1799 at Salem, the daughter of James and Phebe (Buxton) Brown. She died 16 October 1834. His second wife, whom he married 18 August 1836, was Helen Maria Story, born at Marblehead 25 February 1801, the daughter of William and Elizabeth (Patten) Story. She died 11 November 1840. Captain Johnson became a member of the East India Marine Society in 1826. While in his twenties he commanded Stephen C. Phillips' brig *Peru* during a voyage to Manila, but the other records of his activity are in connection with vessels owned by Joseph Peabody. In 1829 he appears as master of the Peabody ship *China* and in 1831-1832 as master of the ship *Eclipse* during its first voyage to Canton and other ports. He commanded the ship *Naples* on its first voyage to Batavia and Manila, 1833-1836. Captain Johnson died in Salem 5 September 1837 at the age of forty-one.

[See *Essex County Prob. Rec.*, Docket 15163; *Salem Vit. Rec.* (printed), I, 126, III, 146, 551, V, 363; *Danvers Vit. Rec.* (printed), I, 193, II, 151, 395; *Marblehead Vit. Rec.* (printed), I, 494; *E. I. H. C.*, LI (1915), 46; *Salem Ship Reg.*, 32, 45, 130, 145; *History E. I. M. S.*, 62; Putnam, I, 141, II, 133; *Danvers Hist. Colls.*, VIII (1920), 87.]

PORTRAITS IN THE PEABODY MUSEUM

67. SAMUEL KENNEDY, 1783-1851. Oil by James Frothingham. Panel, 26¼ in. x 21¾ in. Head and shoulders, head three-quarters to left, eyes front, curling brown hair. White stock tied in bow knot, ruffled shirt, black satin waistcoat, black coat. Warm brown background. M 3855. Neg. 3785. Plate XX.

Gift of Miss Mindora Kennedy, 1932.

Samuel Kennedy, master mariner, was born 15 December 1783, the son of James and Nancy (Clough) Kennedy. He married 16 September 1810, Mary Felt, born at Salem 3 March 1789, the daughter of William Felt who served with Jonathan Haraden in the *Tyrannicide* and under Captain Gideon Henfield in the brig *Griffin*. Mary Felt's mother was Jane Haraden. Captain Kennedy joined the Salem Marine Society in 1814 and the East India Marine Society in 1819. He is recorded as serving in the War of 1812 and was at one time an officer in the Boston Custom House. From 1810 to 1829 he commanded the Salem owned brigs *Franklin* and *Eliza and Mary*, also the ship *Rome*. His voyages were made to Sumatra, the Isle of Bourbon and many Asiatic ports. His cargoes were coffee, cotton, cassia, pepper, etc., and were consigned to various well known Salem merchants. He was everywhere regarded as of great ability and extreme honesty. His resourcefulness was shown in his last passage from the East Indies, when his ship was overtaken by an armed Arab vessel bent on plunder. As he had no adequate means of resistance at hand, he opened a pen which held an elephant and the beast's tremendous roaring so disconcerted the Arab crew that they quickly hauled off and molested the Captain no more. Captain Kennedy died in Salem 12 July 1851. The family home was at 18 Norman Street and was occupied by his widow until her death 28 August 1861.

[See *Essex Co. Prob. Rec.*, Docket 44093; *Salem Vit. Rec.* (printed), III, 562; *Salem City Hall Rec.*, VI, 85, 178; *Salem Ship Reg.*, 50, 65, 159; *History E. I. M. S.*, 59; *Laws S. M. S.* (1914), 145; *Salem Register*, 14 July 1851; *Salem Directories*, 1837-1861; Putnam, I, 50, II, 27; Morris, *Felt Genealogy*, 144, 287, 288.]

PORTRAITS IN THE PEABODY MUSEUM

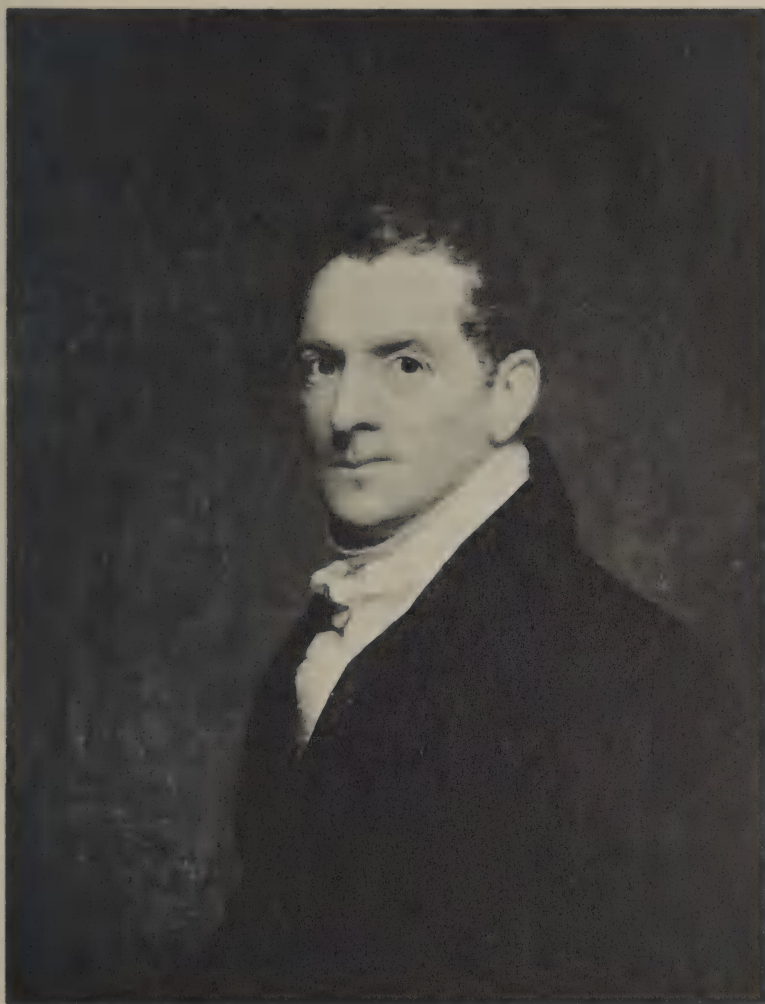
68. HENRY KING, circa 1784-1834. Oil by unknown artist. Canvas, 19½ in. x 17 in. Head and shoulders, almost full face, eyes front, high white collar and stock tied in bow knot. High cut brown waistcoat, dark coat. Brown background. M 740.

Bequest of Mrs. Charles Hoffman, 1906.

Henry King, merchant and shipmaster, was probably a native of Long Island. He was born about 1784, the son of John and Mary (Franklin) King. He came to Salem at the beginning of its greatest shipping prosperity, and at once, in company with several others, invested in a number of vessels, some of which he commanded. From 1807 to 1827 Captain King was part owner of the schooners *Three Brothers* and *Neptune*, the brigs *Argus*, *Ann*, the ships *Falcon*, *Helen* and the brigantine *William and Charles*. Of these, the *Neptune*, *Three Brothers* and the *William and Charles* were under his command in 1809, 1813 and 1815. He also owned a share in the privateer brig *Montgomery* during the War of 1812. Captain King joined the Salem Marine Society on 26 April 1810 and the East India Marine Society in September 1822. His shipping investments proved so profitable that at the time of his death, 29 April 1834, Captain King had accumulated a considerable fortune. His inventory showed an adventure for the ship *Cashmere* and part ownership in the brigs *Quill* and *Lady Sarah*. His wife, whom he married 22 July 1810, was Elizabeth W. Gould, the daughter of James W. and Mary (Watts) Gould. Captain and Mrs. King lived at 389 Essex Street in Salem. Mrs. King died 14 October 1880.

[See *Essex Co. Prob. Rec.*, Docket 15790; *Essex Co. Reg. of Deeds*, CCXIV, 97, CCXXXIII, 42; *Salem Vit. Rec.* (printed), III, 511, V, 376; *Salem City Hall Rec.*, XVIII, 13; *Salem Ship Reg.*, 10, 13, 58, 125, 131, 185, 199; *History E. I. M. S.*, 60; *Laws S. M. S.* (1914), 145; *Essex Institute Bulletin*, XXI (1889), 181.]

69. HENRY FRANKLIN KING, 1811-1888. Oil by Charles Osgood. Panel, 29 in. x 23½ in. Half length figure, full face, fair curling hair, blue eyes, fair complexion. High collar, black stock, white waist-



SAMUEL KENNEDY

No. 67

PORTRAITS IN THE PEABODY MUSEUM

coat, double-breasted black coat. Red chair at lower left, dark gray background. M 741.

Bequest of Mrs. Charles Hoffman, 1906.

Henry Franklin King was born at Salem 6 May 1811, the son of Captain Henry King, a native of New York State, and his wife, Elizabeth W. (Gould) King. After his education at Franklin Academy and at the private school of Samuel H. Archer in Salem, Henry F. King was employed in the counting house of Thomas P. Pingree and while there made a business trip to Para, South America. Soon after his return he embarked again, this time sailing with Captain Bertram in the ship *Black Warrior* for Zanzibar. Nathaniel L. Rogers & Brothers were the owners of this vessel, and later Captain King was much in their employ. He commanded the brigs *Lady Sarah* and *Quill* and the ship *Newburyport*. He was part owner of the latter vessel, in which he engaged in freighting, making voyages to New Orleans. He had also made many trips to the East Coast of Africa and ports on the Red Sea. About 1838 Captain King retired from the sea and settled in Salem. On 26 June 1839 he became a member of the Essex County Natural History Society, and shortly after was given the care of the Society's collection of mollusca. He gave much time and study to the arrangement and labelling of these scientific specimens, and continued in charge until the Society's collections were deposited in the Peabody Academy of Science in 1867. Captain King was also interested in the cultivation of fruit and especially in the varieties of the pear. He made many drawings of fruit and vegetables and compiled considerable data on these subjects. He was an active member of the Salem School Committee from 1854 to 1858, frequently visiting the schools and taking a great interest in all matters of education. He was also a member of the Salem Athenaeum and served on its library committee. He died unmarried, 22 November 1888, at the residence of his sister, Mrs. Charles Hoffman on Chestnut Street, Salem.

[See *Salem City Hall Rec.*, XVIII, 13; *Salem Ship Reg.*, 133; *Essex Inst. Bulletin*, XXI (1889), 181-185; *Salem Register*, 26 November 1888; *Salem Gazette*, 23 November 1888; *Boston Journal*, 23 November 1888.]

PORTRAITS IN THE PEABODY MUSEUM

70. ROBERT WATTS KING, 1814-1842. Oil by unknown artist. Canvas, 11 in. x 8½ in. Quarter life size, waist length figure, face almost front, thick curling red hair and beard at side of face and under chin. Lips and chin shaven. Black stock, white shirt with three circular studs, low cut waistcoat, frock coat. Dark brown background. M 743.
Bequest of Mrs. Charles Hoffman, 1906.

71. ROBERT WATTS KING, 1814-1842. Oil by unknown artist. Canvas, 39¾ in. x 31 in. Half length standing figure. Thick dark hair and side whiskers, almost full face. Black stock, low cut waistcoat, black coat. Left arm rests on rock ledge. Seascape background, two sailing vessels on horizon. M 742.

Bequest of Mrs. Charles Hoffman, 1906.

Robert Watts King, mariner, was born in Salem about 1814, the son of Captain Henry and Elizabeth W. (Gould) King. His short life was filled with such adventure as a career at sea always furnishes. He is recorded as sailing as clerk and supercargo of the ship *Carvo* of Boston on voyages to Bombay. No record of his marriage has been found. He became a member of the East India Marine Society in May 1840, and died suddenly at the home of his mother, 389 Essex Street, Salem, 16 July 1842.

[See *Salem Vit. Rec.* (printed), V, 377; *History E. I. M. S.*, 64; *Salem Register*, 18 July 1842; *Salem Directory*, 1842; *Putnam*, IV, 76.]

72. DORCAS (JACKSON) LANDER, 1798-1883. Oil by unknown artist, painted about 1850. Canvas, 30 in. x 25 in. Deposited at the Essex Institute. Half length figure, facing left. Dark hair parted in center and braided at sides of face. Lace collar, high V-necked black dress. Dark background. M 2211.

Gift of George A. Carlton, 1917.

Dorcas (Jackson) Lander was the wife of Warren William Lander, sometimes called William Warren Lan-

PORTRAITS IN THE PEABODY MUSEUM

der. She was born about 1798 and was married 30 September 1818. Warren William Lander died 8 July 1831, and she married 17 July 1832 Andrew Ryan whose parentage and death are unrecorded. Mrs. Dorcas Ryan died 11 January 1883 at the Old Ladies' Home in Salem. Salem City records call her the daughter of John and Lydia (Mungon) Peach. It is impossible to identify her more completely at the present time.

[See *Essex Co. Prob. Rec.*, Docket 16299; *Salem Vit. Rec.* (printed) III, 585, V, 388; *Salem City Hall Rec.*, XV, 113.]

73. WILLIAM LANDER, 1778-1834. Oil by foreign artist. Canvas, 20½ in. x 16½ in. Half length figure, head full three-quarters to right, dark brown hair and side whiskers. High white waistcoat, white stock, black coat. Dark brown background. M 385.

Gift of William A. Lander, 1892.

William Lander, shipmaster, was born in Salem 5 October 1778, the son of Peter and Rebecca (Brown) Lander. He married 26 May 1808 Mary Jenks, born in 1782, the daughter of Daniel and Mary Jenks. She died in Danvers 5 September 1857 at the age of seventy-five years. Captain Lander became a member of the East India Marine Society in 1803. He sailed to many foreign ports as master of various Salem vessels, among which were the ships *Arab*, *Java*, and *Mary*, the schooners *Hazard*, *Lark*, *Venus*, and *William and Joseph*, the brigantines *Hope* and *Trader*, the brigs *Washington* and *Romp*, and the bark *Hind*. He was part owner of several of these vessels. His voyages included Calcutta, Cochin China, Manila, Tranquebar and other ports, and brought to Salem markets saltpeter, goat skins, coffee, Madras goods, sugar and indigo. Captain Lander's early seafaring days were most adventurous. In 1806 the ship *Mary*, then under his command, was captured by a Spanish privateer, but after a hard contest Captain Lander finally forced her prize crew below, although in the struggle he was stabbed in the back and three of his crew

PORTRAITS IN THE PEABODY MUSEUM

severely wounded. He then succeeded in bringing the *Mary* safe to Gibraltar without further incident. Again, in 1822, Captain Lander encountered pirates on his way to Havana while in the brig *Washington*, his vessel was plundered and her crew badly treated. Captain Lander died in Salem 13 November 1834.

[See *Essex Co. Prob. Rec.*, Dockets 16297, 44879; *Salem Vit. Rec.* (printed), I, 507, III, 585, V, 388; *Salem City Hall Rec.*, VI, 41; *Salem Ship Reg.*, 12, 81, 86, 88, 95, 104, 115, 159, 186, 193; *History E. I. M. S.*, 56; Markwell, *Timothy Williams' Marine Notes*, typed manuscript at Essex Institute, 15, 41, 54, 59, 60, 115; Felt, *Annals of Salem*, II, 320, 348.]

74. WILLIAM WARREN LANDER, 1818-1864. Oil by unknown artist. Canvas, 29½ in. x 23½ in. Head and shoulders, almost full face, eyes front, brown hair parted on left. Beard at sides of face and around neck. Turned over white collar, blue stock fastened with small oval tie pin. Dark coat, unbuttoned, and low cut waistcoat, double watch chain. Back of chair shows in lower left corner. Dark gray background. M 2210.

Gift of George A. Carlton, 1917.

William Warren Lander was born in 1818, the son of William Warren and Dorcas (Jackson) Lander. He was a master mariner and commanded the brigs *Romp* in 1844 and the *Joseph S. Cabot* in 1846 and 1847. He died in Salem 23 April 1864, aged about forty-six years.

[See *Essex Co. Prob. Rec.*, Docket 16299; *Salem City Hall Rec.*, VI, 203, XV, 113; *Salem Ship Reg.*, 101, 159.]

75. JOSEPH LEFAVOUR, circa 1781-1852. Oil by unknown artist. Canvas, 32¼ in. x 25½ in. Half length figure, white hair and short side whiskers, almost full face slightly turned to right, eyes front. Ruddy complexion, high white collar, black stock, dark high-collared coat and waistcoat. Warm neutral background. M 340.

Gift of Mrs. Abram Edwards, 1903.

PORTRAITS IN THE PEABODY MUSEUM

Joseph Lefavour, shipmaster, was a native of Topsfield, born about 1781, the son of John and Abigail (Lake-man) Lefavour. On 12 May 1805 he married Margaret Daniel(s) Reed, baptized during May 1786 in Salem, the daughter of Benjamin and Martha (Pitman) Reed. She died at Salem 7 May 1867, at the age of eighty-one years. Captain Lefavour commanded the schooner *Dolphin*, formerly owned in Beverly but sold to Salem owners in 1813, when he was registered as captain. The family home of the Lefavours was at 23 Pleasant Street, Salem, where Captain Lefavour died 3 June 1852, aged 71 years.

[See *Salem Vit. Rec.* (printed), II, 229, III, 602, IV, 244; *Topsfield Vit. Rec.* (printed), I, 163; *Salem City Hall Rec.*, VI, 93, 233; *E. I. H. C.*, I (1859), 158; *Salem Ship Reg.*, 42; *Salem Register*, 7 June 1852, 9 May 1867; Salem Directories, 1842-1866.]

76. FREDERICK LENDHOLM, 1820-1863. Oil, painted abroad. Canvas, 23¾ in. x 19½ in. Head and shoulders, three-quarters to right. Eyes front, ruddy complexion, dark hair, brown full beard, high white collar, large black stock, three gold studs in plaited shirt front. Dark coat, low cut waistcoat. Neutral gray background. M 2098.

Gift of Frederick Rowell, 1905.

Frederick Lendholm, master mariner, was born about 1820, probably in Denmark, although he is also recorded as a native of France. The date of his emigration to America is not known. On 3 August 1840 he married in Salem, Rebecca M. West, born in January, 1819, the daughter of Benjamin, Jr. and Rebecca (Lilley) West. Captain and Mrs. Lendholm lived in Salem, making their longest residence at 57 Lafayette Street, where Mrs. Lendholm died on 24 December 1872 at the age of fifty-four years. Captain Lendholm, who joined the Salem Marine Society 14 February 1850, sailed as master of the barks *Eliza*, 1844-1845, to Zanzibar, and the *Star* in 1849. The extreme clipper ship *John Bertram* was under his command in 1851 from Boston to San Francisco, and he made several other voyages in this vessel. The ship

PORTRAITS IN THE PEABODY MUSEUM

Josephine, 1855-1858, was commanded by Captain Lendholm on a voyage to London, Calcutta, Melbourne and Batavia. The journals of the *Eliza*, *Josephine* and *John Bertram* are in the possession of the Essex Institute. Captain Lendholm died at Singapore 12 September 1863. The inventory of his estate shows an interest in the ship *Niobe* as well as considerable personal property and some real estate.

[See *Essex Co. Prob. Rec.*, Docket 45241; *Salem Vit. Rec.* (printed), III, 605; *Salem City Hall Rec.*, VI, 204, XII, 29; *Salem Ship Reg.*, 100, 175; *Laws S. M. S.* (1914), 150; *Salem Register*, 23 November 1863, 24 December 1872; *Salem Directories*, 1842-1872; *Cutler, Greyhounds of the Sea*, 176, 217, 413, 452, 455, 469, 479, 482, 491; Howe and Matthews, *American Clipper Ships*, I, 301; Information at Peabody Museum.]

77. REBECCA M. (WEST) LENDHOLM, 1819-1872. Oil by unknown artist. Canvas, $23\frac{3}{4}$ in. x $19\frac{1}{2}$ in. Head and shoulders, dark complexion, dark eyes, black hair parted in center, long gold earrings, dark dress, lace collar. Broad lavender silk tie fastened by gold brooch holding three pendants. Neutral gray background. M 2099.

Gift of Frederick Rowell, 1905.

Rebecca M. (West) Lendholm was born in Salem, January 1819, the daughter of Benjamin, Jr. and Rebecca (Lilley) West. She married in Salem, 3 August 1830, Frederick Lendholm, a sea captain of many foreign voyages. Three sons of Captain and Mrs. Lendholm are mentioned in Captain Lendholm's will. They were Charles Frederick, Willie D. and Samuel S. Lendholm. Mrs. Lendholm died 24 December 1872 in Salem at her home on Lafayette Street, and her husband died at Singapore 13 September 1863.

[See *Essex Co. Prob. Rec.*, Docket 45241; *Salem Vit. Rec.* (printed), IV, 453, 455; *Salem City Hall Rec.*, VI, 204, XII, 29; *Salem Register*, 24 December 1872.]

78. RICHARD RAND LOCKE, 1794-1877. Oil by unknown artist. Canvas, $26\frac{1}{4}$ in. x $23\frac{1}{4}$ in. Head

PORTRAITS IN THE PEABODY MUSEUM

and shoulders, head three-quarters to left, eyes front, iron-gray hair brushed towards face. High white collar, black stock and coat, low-cut waistcoat. Dark brown background. M 2923.

Gift of Charles S. Knowles, 1924.

Richard Rand Locke was born 16 July 1794 at Rye, New Hampshire, the son of Jeremiah and Susan (Rand) Locke. He married 20 January 1824, Sarah Ann Leavitt, the daughter of Ebenezer and — (Jewell) Leavitt. They lived at Locke's Neck in Rye. During the War of 1812 Captain Locke engaged in privateering, sailing from Portsmouth on the privateer *Thomas*. This vessel was captured by a British Frigate and he was taken to Halifax and from thence transferred to Dartmoor Prison, where he remained for a year and nine months. Captain Locke commanded several coasting vessels sailing from Rye Harbor, among others the schooner *Register* which was engaged in fishing along the coast in 1839. Mrs. Locke died 14 May 1870 and Captain Locke on 20 January 1877 at Rye Beach, New Hampshire, aged eighty-four years.

[See *New England Farmer*, 27 January 1877; Locke, *Book of the Lockes*, 333; Parsons, *History of Rye, N. H.*, 177, 279, 413, 436, 440.]

79. WILLIAM LOVETT, 1806-1840. Oil by J. T. Moore, 1825. Canvas, 10½ in. x 8 in. Half length figure, nearly full face, dark curling hair, beard on side of face and under chin. White collar, black stock, frilled shirt, pale buff waistcoat, low cut brown coat, blue cape with fur collar and metal clasp. Column and dull red curtain in background. Seascape with lighthouse and boat on left. M 3954.

Purchase, 1933.

William Lovett of Beverly, mariner, was born at Beverly 11 February 1806, the son of Israel and Abigail (Elliot) Lovett. He made several voyages to foreign ports, but while he was first mate in the 326 ton ship *Eclipse* of Salem, he was taken ill of a fever and died at Sumatra 12 September 1840.

PORTRAITS IN THE PEABODY MUSEUM

[See *Beverly Vit. Rec.* (printed), I, 216, II, 197, 498; Eliot, *Eliot Family*, 150; Information at Peabody Museum.]

80. ELIZA (PASSAROW) MESSERVY, circa 1792-1834. Oil by unknown artist. Panel, $24\frac{3}{4}$ in. x $19\frac{3}{4}$ in. Waist length portrait, head slightly to right, eyes front, dark brown curls over forehead. Small earrings, wears a lace cap and collar, dark dress. Dull red curtain background. M 3031.

Gift of George P. Messervy, 1924.

Eliza (Passarow) Messervy was a native of Boston, born about 1792, the daughter of Jacob Passarow (spelled by himself Passerar), and Martha (Kendall) Passarow. Jacob Passarow was a glass manufacturer who came from Lower Alsace about 1787 to ply his trade in Boston, where he is recorded as living near the glass house at the time of his death. Eliza Passarow married Captain William Messervy of Salem 19 May 1810. She died in Salem 19 September 1834, aged about forty-three years. Captain Messervy died 11 August 1852. From Suffolk County records it is learned that Mrs. Messervy had two brothers, John Passarow, a master mariner of Boston, who commanded the brig *Baltic*, and George Passarow, a weigher and gauger in Boston.

[See *Suffolk Co. Prob. Rec.*, Dockets 21537, 30207; *Suffolk Co. Supreme Jud. Ct. Rec.*, Feb. Term (1796), No. 107143, Nov. Term (1835), No. 228; *Boston Marriages* (printed), 1751-1809, 143; *Boston City Hall Death Rec.*, 1810-1848; *Columbian Centinel*, 26 August 1801; *New England Palladium and Commercial Register*, 14 May 1833.]

81. WILLIAM MESSERVY, 1780-1852. Oil by unknown artist. Canvas, $24\frac{1}{2}$ in. x 20 in. Waist length figure of middle aged man, almost full face, eyes front, head leans slightly to left. Brown hair and short side whiskers, high collar, white stock tied in small bow knot. Pale yellow waistcoat, brown coat with brass buttons. Points with

PORTRAITS IN THE PEABODY MUSEUM

left hand to sailing ship in seascape background to left of picture. M 3030.

Gift of George P. Messervy, 1924.

William Messervy, sea captain, was born about 1780, the son of William and Hannah Messervy. From the very first Captain Messervy proved himself a skillful and adventurous navigator. In 1812, while under his command, the brig *Coromandel* was captured by the British, but after a hard struggle Captain Messervy succeeded in retaking the vessel and returned to Salem without further incident. The *Hunter*, sailed by Captain Messervy, was chased by privateers on her voyage to Havana, but he again outwitted the enemy and escaped without injury or capture. The *Restitution*, a 247 ton ship, was also commanded by Captain Messervy from 1815 to 1817 and made a number of foreign voyages. He became a member of the Salem Marine Society in 1810 and of the East India Marine Society in 1820. His wife was Eliza Passarow of Boston, the daughter of Jacob and Martha (Kendall) Passarow, whom he married 19 May 1810. They resided at 13 South Street in Salem and were the parents of several children, among whom was William S. Messervy, Territorial Secretary of New Mexico in 1853 and Mayor of Salem in 1856. Captain Messervy died 11 August 1852, surviving his wife who died 19 September 1834.

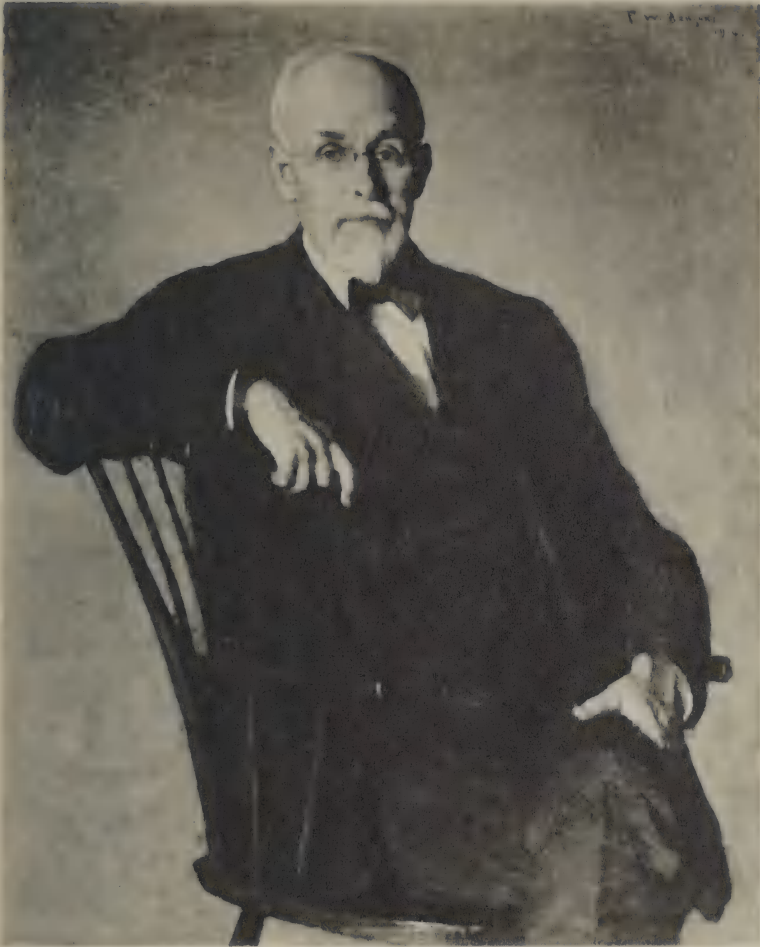
[See *Essex Co. Prob. Rec.*, Docket 18401; *Salem Vit. Rec.* (printed), II, 73, IV, 85, VI, 66; *Salem City Hall Rec.*, VI, 95, XV, 154; *E. I. H. C.*, XL (1904), 60, 234, XLI (1905), 328; *Salem Ship Reg.*, 36, 156; *History E. I. M. S.*, 60; *Laws S. M. S.* (1914), 145; Salem Directories, 1837-1851; Putnam, IV, 85; Osgood-Batchelder, 59.]

82. EDWARD SYLVESTER MORSE, 1838-1925. Oil by Frank W. Benson, 1913. Canvas, 43½ in. x 35½ in. Three-quarters length seated figure, gray hair and beard, full face, wears spectacles. Black bow tie, dark clothes, right arm rests over back of Windsor arm chair, left hand on thigh. Medium gray background. M 4311. Neg. 3209. Plate XXI.

Gift of Mrs. Russell Robb, 1914.

PORTRAITS IN THE PEABODY MUSEUM

Edward Sylvester Morse, naturalist, scientist and author, was a native of Portland, Maine, born 18 June 1838, the son of Jonathan Kimball and Jane Seymore (Beckett) Morse. He was married 18 June 1863 to Ellen Elizabeth Owen of Cape Elizabeth, Maine, born in 1837 at Portland, the daughter of George and Ellen (Merrill) Owen, both natives of Portland. Mrs. Morse died at Concord, Massachusetts, 21 May 1911. Mr. Morse's early days were spent in Portland, where he attended the common schools, studying also at Bethel and Bridgton Academies. After the death of his father the family removed to Gorham, Maine, where Mr. Morse lived until about 1859. About this time he worked as a draughtsman at the Maine Central Locomotive Works. Interested in nature from childhood, he began an intensive study of land shells and discovered several hitherto unknown species in Maine. He removed to Cambridge when he was about twenty-one years of age and attended the Lawrence Scientific School under Professor Agassiz and from 1862 to 1866 was assistant there in the Museum of Comparative Zoology. Failing to pass a physical examination to enter the Northern army during the Civil War, he came to Salem and worked first at the Essex Institute then at the Peabody Academy of Science (now the Peabody Museum of Salem), editing, with three other young men, the *American Naturalist*. He also gave many lectures on scientific subjects in the local and other lyceum courses. He lectured on zoology at the Maine State College and from 1871 to 1874 occupied the chair of Comparative Anatomy and Zoology at Bowdoin College. In the meantime he was engaged in writing articles for the press upon zoology and related subjects. He became a member of the Essex Institute in 1864 and was its curator of Radiata Natural History and Zoology. He was a member of the Essex Institute Council from 1888 to 1893, its Vice President in 1894 and Curator of Science until his death. He held the offices of Assistant at the Peabody Academy of Science in 1867, Curator of Radiata and Mollusca 1868, Director 1880 to 1916 and Director Emeritus from 1916 until his death. Mr. Morse's most important zoological works were those upon the Brachiopods, whose nature and habits he



EDWARD SYLVESTER MORSE

No. 82

PORTRAITS IN THE PEABODY MUSEUM

had studied from the Bay of Fundy to North Carolina, discovering but one species in any place. Hearing that others existed in Japan he sailed for that country and established a small seaside laboratory at Enoshima. Soon after his arrival in Japan he received an invitation to lecture at the Imperial University of Japan and was shortly appointed professor of zoology for two years. While there he became absorbed in the study of the older Japanese life, which was fast changing by contact with the West, and having gone to Japan as a zoologist he came away as an ethnologist. His books, *Japanese Homes and Their Surroundings* and *Japan Day by Day*, his remarkable collection of Japanese pottery, now owned by the Boston Museum of Fine Arts, and the arrangement of the Japanese ethnological collections of the Peabody Museum were the chief results of his studies of Japanese life. A bibliography of his publications, however, runs to more than five hundred and fifty items, and includes, besides such books as a *First Book of Zoology*, *Shell Mounds of Omori*, *Glimpses of China and Chinese Homes*, *Mars and Its Mystery*, articles upon an enormous variety of topics, including archaeology, archery, architecture, art, astronomy, birds, boastfulness, brachiopods, cannibalism, civics, crime, crustacea, education, ethnology, evolution, fireflies, geology, government, health, heredity, insects, landslides, museums, noise, oriental latrines, postage stamps, pottery, profiteering, ready-made clothing, Russia, silk-raising, spiritualism and tobacco. Mr. Morse was a member of numerous scientific societies, was twice decorated by the Japanese government, and held honorary degrees from several American colleges. He was a delightful companion, possessed of a rare wit and a plentiful fund of information upon almost every subject. His friends were devoted to him and his acquaintances charmed by his vital personality. He died at his home on Linden Street in Salem 20 December 1925.

[See *Salem City Hall Rec.*, XXIV, 91, XXVII, 131; *Salem Evening News*, 21 December, 1925; *Harper's Weekly*, 21 August 1886; *Boston Herald*, 3 February 1895; Howard, *Biographical Memoir of E. S. Morse*; Kingsley, *Edward Sylvester Morse*; Information at Peabody Museum.]

PORTRAITS IN THE PEABODY MUSEUM

83. WILLIAM MUGFORD, circa 1762-1840. Oval pastel by unknown artist. Dimensions, $11\frac{1}{2}$ in. x $9\frac{3}{4}$ in. Figure under life size, head and shoulders, head three-quarters to right, dark hair and short side whiskers. Pale complexion, white stock tied in bow knot, white double-breasted waistcoat, blue coat with brass buttons. Dark gray background. M 325. Neg. 5043. Plate XXII.

Bequest of Henry Mugford, 1899.

William Mugford, shipmaster, was born about 1762, probably the son of William and Hannah (Davis) Mugford. He married in Salem 20 July 1791 Mary Peele, who died 29 May 1804. As his second wife Captain Mugford married 16 December 1804 Ruth (Smith) Diman, baptized in 1771, the daughter of David and Hannah Smith and the widow of Captain Benjamin Diman, to whom she was married 9 December 1792 and who died at Baltimore in 1803. Captain Mugford was master of several Salem vessels, among which were the brigantines *Minerva*, *Eliza*, *Juno*, *William*, and the ships *Betsey* and *Ulysses*. While the *Ulysses* was under Captain Mugford's command in 1804 she lost her rudder in a gale, but by an ingeniously contrived device he rigged a temporary rudder and the ship was brought safely to port. He was awarded a gold medal by the American Philosophical Society for this device. At the Peabody Museum are paintings by Antoine Roux depicting the *Ulysses* in a gale, the adjustment of the temporary rudder, and the safe arrival of the ship at Marseilles; also a hull model made by Captain Mugford showing how the rudder was attached. He died in Salem 18 December 1840, a Revolutionary pensioner. His wife died 18 March 1856.

[See *Essex Co. Prob. Rec.*, Docket 47708; *Salem Vit. Rec.* (printed), II, 91, 92, 305, VI, 79; *Salem City Hall Rec.*, VI, 129, 243; *E. I. H. C.*, VI (1864), 137, 214; *Salem Ship Reg.*, 21, 47, 102, 123, 190, 198; Putnam, IV, 46; Bentley, II, 372; Bradlee, *Marblehead Foreign Commerce*, 26; Lindsey, *Old Marblehead Sea Captains*, 97, 98.]

84. NASSERVANJEE. Oil portrait by native artist, circa 1802. Canvas, 39 in. x 29 in. Seated full length



WILLIAM MUGFORD

No. 83

PORTRAITS IN THE PEABODY MUSEUM

figure under life size, almost full face; wears long pointed moustache turned up at ends. Figured blue turban, white clothes, robe reaching to feet, black shoes curling up at toes. Salmon pink scarf with narrow black border worn over shoulders. Inkstand, quill pen and papers on table to left covered with green material with red fringe. Figure holds paper in left hand, pale blue figured carpet on floor. Gray background. M 245. Neg. 5159. Plate XXIII.

Gift of Capt. John R. Dalling, 1803.

Nasservanjee (sometimes written Nasser Vanji) was a well-known Parsee merchant doing business in Bombay. William Augustus Ropes in his sea journal kept while in the ship *Tartar*, 1817-1818, writes: "upon arrival at Bombay we went at once to our merchants," who were the sons of Nasservanjee and were engaged in carrying on their father's business. He is called "a man who sustained a most estimable character, having done all the American business at Bombay." The well-known Salem shipmaster, Captain George Nichols, also had dealings with this merchant, for he describes his wife's wedding dress as "a beautiful striped muslin, very delicate, made in Bombay for some distinguished person. I purchased it of Nasser Vanji, at five dollars per yard. He gave me at the same time a camel's hair shawl, quite a handsome one. I returned the compliment by presenting him with a set of Mavor's Voyages. Afterwards he sent me a shawl of a larger size and handsomer." In another instance Captain Nichols refers to Nasservanjee as "a very fine man." The Peabody Museum also owns a life-size figure of Nasser vanjee, probably the work of a Salem wood-carver, which is dressed in a costume given by Nasservanjee to the East India Marine Society.

[See Nichols, *A Salem Shipmaster and Merchant*, 49, 63; Rogers, *Journal during Voyage to India on the Tartar*, 71, 85.]

85. NATHAN WARD NEAL, 1797-1850. Oil by Francis Alexander. Canvas, $35\frac{1}{2} \times 28\frac{3}{4}$ in. Three-quarters figure seated in red plush chair facing right. Face in full profile, top of head bald, gray hair at

PORTRAITS IN THE PEABODY MUSEUM

sides of head. High collar, white stock, satin waistcoat, dark coat, holds newspaper. Green curtain at left background, right background warm gray. M 365. Neg. 4197.

Gift of family, 1869.

Nathan Ward Neal, Salem merchant, the son of Jonathan Neal, mariner and Revolutionary soldier, and his second wife, Hannah (Ward) Neal, was born in Salem 27 August 1797. He was graduated from Harvard College in 1816 and soon entered into partnership with his father and two brothers, David Augustus and William Henry Neal and Company, who dealt in East India goods, well known on the Boston and New York Exchanges. They owned several vessels from 1815 to 1844, among which the ships *Ocean Eagle*, *Hamlet* and *Canton Packet*, the schooner *General Brooks*, the brigs *Java*, *Pactolus*, *Plant* and *Theodora*. Mr. Neal was a director in the Asiatic Bank in Salem from its establishment and for some years its president. He died in Salem unmarried, 17 November 1850.

[See *Salem Vit. Rec.* (printed), III, 113; *E. I. H. C.*, IV (1862), 79, 80, V (1863), 210; *Salem Ship Reg.*, 27, 69, 96, 138, 146; *Salem Register*, 18 November, 21 November 1850; Putnam, III, 86; Perley, II, 124; Neal, *The Neal Record*, 26; Information at Peabody Museum.]

86. HORATIO, VISCOUNT NELSON, 1758-1805. Oil by unknown artist. Canvas, 33 in. x 19½ in. Full length standing figure, less than half life size. Full dress uniform of white satin and blue. Wears hat and orders. Left hand points to right. Empty right sleeve partially tucked into front of coat. Ship deck in foreground, curtain and seascape in background. Cannon to rear of figure. M 3387.

Gift of Joel Powers, 1823.

Horatio Nelson was born at Burnham Thorpe in the county of Norfolk, England, 29 September 1758, the son of Rev. Edmund and Catherine (Suckling) Nelson. He entered the Navy in 1770, accompanied an expedition to the Arctic regions in 1773 and the following year went to the East Indies, whence he was invalided home in 1776.



NASSERVANJEE

No. 84

PORTRAITS IN THE PEABODY MUSEUM

In the course of subsequent service in the West Indies he was promoted Captain. At the close of the American Revolution he again returned to the West Indies and married Mrs. Nesbit at Nevis in 1787. While commanding a ship in the Mediterranean fleet he took part in the occupation of Toulon in 1793 and greatly distinguished himself in the capture of Corsica, where he lost the sight of his right eye. Continued service in the Mediterranean brought him promotion to flag rank, and the honor of the Bath. In July 1797 he conducted an expedition to Teneriffe and in an unsuccessful night attack there lost his right arm. In 1798 by the campaign and battle of the Nile he blocked Napoleon's Eastern plans and won for himself a Peerage and world-wide renown. In 1801 he smashed to pieces Napoleon's Northern Confederacy at the Battle of the Baltic. At the outbreak of the Napoleonic War he received the Mediterranean command; blockaded Toulon from 1803 to 1805, and on 21 October 1805 defeated the combined fleets of France and Spain at the Battle of Trafalgar. During this engagement he was mortally wounded, and died in the cockpit of H. M. S. *Victory*, although not before he had learned of the magnitude of his success. Southey eulogized him as "the greatest naval hero of our own and all former times."

[See Lee, *Dictionary of National Biography*, 934; Lipincott, *Pronouncing Biographical Dictionary* (1930), 1807; Charnock, *Memoirs of Lord Nelson* (1806); Southey, *Life of Nelson* (1814).]

87. GEORGE NICHOLS, 1778-1865. Oil by Frederick Finch, 1845. Canvas, 29¾ in. x 25 in. Seated figure in red chair, head and shoulders, head turned slightly to right, curling white hair parted near center. High white collar, white stock tied in bow knot, dark coat and waistcoat. Right hand partially concealed in opening of coat. Warm reddish brown background. M 4475.

Bequest of Miss Charlotte S. Nichols, 1936.

George Nichols was born in Salem, in the Richard Derby House on Derby Street, 4 July 1778, the son of Captain Ichabod and Lydia (Ropes) Nichols. His

PORTRAITS IN THE PEABODY MUSEUM

father was a Revolutionary soldier and commander of the privateers *Patty*, *Scorpion* and *Venus*. George Nichols was educated in Portsmouth where the family lived for about five years, and at Phillips Exeter Academy. He worked for a time as a clerk in his father's wholesale grocery establishment in Portsmouth. Upon the return of the family to Salem he was employed in the counting house of Captain Benjamin Hodges until he sailed as passenger in the bark *Essex* for Copenhagen. After this he made several trips as supercargo in the brigs *Eunice* and *Vigilant* for Batavia and the Isle of France, bringing home sugar and coffee. The *Sally* was then chartered by Mr. Nichols' father and he sailed with her on a coastwise trip to purchase tobacco and afterwards in the *Betsey* to St. Petersburg and Cronstadt to load with hemp and iron. The ship *Active* took Mr. Nichols to Bombay and upon his return he left again on the *Active*, this time as master. This was his last voyage and he returned to engage in business with several others, purchasing the ships *Endeavour*, *Friendship* and *Rambler*, the schooners *Betsey* and *Venus*, the brigs *Factor* and *Herald* and the brigantine *Nautilus*. These vessels plied between Salem and Far Eastern ports, bringing valuable cargoes to their owners and other Salem merchants. Captain Nichols became a member of the East India Marine Society in August 1800. He was married 22 November 1801 to Sarah Peirce, the daughter of Jerathmiel and Sarah (Ropes) Peirce, who died 22 June 1835. On 29 September 1836 he married Elizabeth Peirce, his first wife's sister, who died 19 July 1864. After the death of his father-in-law, Captain Nichols and his family occupied the beautiful mansion at 80 Federal Street, Salem, built by Jerathmiel Peirce and designed by Samuel McIntire, the famous architect. This house is now familiarly known as the Peirce-Nichols house. Captain Nichols died in Salem 19 October 1865.

[See *Salem Vit. Rec.* (printed), II, 105, IV, 121, 123, V, 91; *Salem Ship Reg.*, 3, 19, 53, 57, 67, 85, 130, 153, 193; *History E. I. M. S.*, 55; Putnam, IV, 153; Nichols, *Nichols Genealogy*, 50; Nichols, *A Salem Shipmaster and Merchant*, 17-21.]

PORTRAITS IN THE PEABODY MUSEUM

88. JOSIAH ORNE, 1768-1825. Oil by unknown artist. Canvas, 24 in. x 19½ in. Half length figure, head turned slightly to right, eyes front, thick gray hair and short side whiskers, dark complexion. High collar, white stock, frilled shirt, high-cut black vest and coat, warm gray background. Bas-relief of standing figure to right. M 1461.

Gift of Mrs. Duncan Galbraith, 1907.

Josiah Orne, frequently called Josiah, Jr., was baptized in Salem 3 April 1768, the son of Captain Josiah Orne and his first wife, Alice Orne. He married 18 June 1786 Alice Allen at Salem. At an early age he became factor for his father, who was a merchant and shipmaster in Salem, and at the time of his father's death was master of the schooner *Sukey*. Josiah Orne, Jr., was very successful in his undertakings and became a merchant of considerable wealth. He was part or sole owner of the ships *Alexander*, *Dons*, *Favorite* and *Malabar*, the schooners *Betsey*, *Salem* and *Whim*, the brigantines *Exchange* and *Hiram*, and the brig *Lion*. Several of these vessels were under his command. He joined the Salem Marine Society 29 March 1798, the East India Marine Society in October 1799, and was admitted in 1800 to Essex Lodge, A. F. & A. M. He died 23 September 1825, and at that time owned a mansion house and land on Court Street, shares in the Allen Wharf and stores, land on Blaney Street, and a share in the ship *Malabar*. He was survived by his wife, the time and place of whose death have not been definitely determined.

[See *Essex Co. Prob. Rec.*, Docket 20087; *Salem Vit. Rec.* (printed), II, 125, IV, 141; *E. I. H. C.*, III (1861), 178; *Salem Ship Reg.*, 6, 22, 42, 56, 60, 87, 107, 112, 165, 197; *History E. I. M. S.*, 54; *Laws S. M. S.* (1914), 142; Perley I, 153; *New Eng. Hist. and Gen. Reg.*, VI (1852), 211.]

89. WILLIAM ORNE, 1752-1815. Oil, probably by foreign artist. Canvas, 20¾ in. x 16 ¼ in. Waist length figure, head three-quarters to right, eyes front, dark complexion, dark brown hair brushed over forehead. High white stock tied in bow

PORTRAITS IN THE PEABODY MUSEUM

knot, high cut double breasted white waistcoat, dark coat with metal buttons. Dark background. M 386.

William Orne, prominent Salem merchant, was born in Salem 26 January 1751-52, the son of Jonathan Orne and his first wife, Elizabeth (Putnam) Orne. He married on 24 March 1780, Abigail Ropes, born in 1761, the daughter of Nathaniel and Priscilla (Sparhawk) Ropes. Their home was in Salem, where their six children were born. Mr. Orne engaged in business as a very young man, dealing largely and successfully in Asiatic goods, brought from many ports in ships in which he claimed ownership. Whole cargoes of great value were consigned to him, upon which he is recorded as paying enormous duties. He was financially interested in the schooners *Fanny*, *Four Sisters*, *Harmony*, *Hopewell*, *Industry*, *Polly* and *Swallow*, brigantines *Eliza*, *Hind*, *Mars*, *Pompey*, *Reward* and *Speed*, also the ships *Essex*, *Hazen*, *Monk* and *Sophia*, and several other vessels. He seems to have had bad luck but once, when his ship *Essex*, commanded by his nephew, Joseph Orne, was plundered while on her way to Mocha in 1806 by a piratical crew. Nearly all on board were murdered and the cargo seized. Mr. Orne joined the Salem Marine Society in 1791 and always took an active interest in its affairs. He died in Salem 14 October 1815, leaving a large fortune. His wife died 24 May 1813.

[See *Essex Co. Prob. Rec.*, Docket 20111; *Salem Vit. Rec.* (printed), II, 124-126, IV, 142, VI, 103, 104; *Salem Ship Reg.*, 47, 54, 59, 63, 78, 81, 86, 89, 92, 114, 125, 149, 150, 156, 174, 180; *Laws S. M. S.* (1914), 139; Putnam, IV, 123; Perley, I, 154, 344; Felt, *Annals of Salem*, II, 320; Morison, *Maritime History of Massachusetts*, 92.]

90. SAMUEL PAGE, 1777-1834. Oil by unknown artist. Canvas, 15 in. x 12½ in. Figure about half life size, head three-quarters to right, eyes front. Dark brown hair parted at left and brought across forehead, short side whiskers. White collar and stock tied in small bow knot, frilled shirt, high white

PORTRAITS IN THE PEABODY MUSEUM

waistcoat, blue coat, brass buttons. Dark brown background. M 3306. Neg. 3267.

Deposited by the Salem Marine Society.

Samuel Page, often recorded as Samuel Lee Page, was born in Salem 14 November 1777, the son of Samuel Page, a Salem merchant, but a native of Medford, Massachusetts, and his wife, Lois (Lee) Page. During his early life in Salem he joined the Salem Marine Society, becoming a member on 31 December 1796. He later gave up his membership, but rejoined 27 September 1807. He was admitted to Essex Lodge, A. F. and A. M. in Salem on 5 February 1811 and became an active and interested member. Captain Page began his seafaring life when but a lad, and after several trips before the mast became financially interested in a number of Salem vessels and later sailed as master of several fine ships. Under his command in 1815 and again from 1817 to 1819 was the beautiful 199-ton ship *Diomedé*, which had been captured during the War of 1812. Captain Page's brother, Jeremiah Lee Page was one of its owners. Captain Page was also master of the 113-ton brigantine *Juno* in 1809 and 1811. This vessel was built at Weymouth in 1802. In 1810 and 1812 he commanded the 171-ton brigantine *Prudent*, a Danvers built vessel. Of this he was part owner with his brother, Jeremiah Lee Page and others in 1812. He married 2 December 1810 in Salem Polly or Mary Jane Rust, born 6 November 1783 in Salem, the daughter of Henry and Lydia (Janes) Rust, thus uniting two of Salem's well known families. They were the parents of one son and three daughters, all of whom are recorded as born in Salem. Captain Page retired from the sea in early middle life and spent his latter years quietly in Salem, where he died 1 February 1834. His wife, who survived him, continued to reside in Salem after her husband's death, living in 1837 on Liberty Street and at 3 Central Street in 1842. She died in Salem 25 December 1843.

[See *Salem Vit. Rec.* (printed), II, 135, IV, 152, VI, 110; *E. I. H. C.*, III (1861), 186, IV (1862), 276, LII (1916), 159; *Salem Ship Reg.*, 41, 102, 151; *Laws*

PORTRAITS IN THE PEABODY MUSEUM

S. M. S. (1914), 142, 145; *Salem Register*, 28 December 1843; *Salem Gazette*, 4 February 1834; *Salem Directories*, 1837, 1842.]

91. BRACKLEY ROSE PEABODY, 1798-1874. Oil by unknown artist. Canvas, 35 in. x 24 $\frac{1}{4}$ in. Half length seated figure, full face, dark brown hair and side whiskers, dark complexion. High collar, black stock, plaited shirt, gold shirt pin, black waistcoat. Right arm rests on arm of chair, left hand partly concealed in coat. Dark blue-green background. M 387.

Gift of George L. Peabody, 1895.

Brackley Rose Peabody, shipmaster, was born in Salem 17 August 1798, the son of Ezra and Christiana (Rose) Peabody. He first shipped as a lad from Salem on the privateer *Surprise* of Baltimore, and his next recorded trip was upon the first voyage of Joseph Peabody's brig *Leander*, in 1821. Shortly after his return he was employed by Pickman, Silsbee and Stone, Salem merchants and shipowners, to command several of their vessels engaged in the pepper trade with Sumatra. He was master of the *Borneo*, *Madagascar* and *Exchange*, and in 1846 he shared in the ownership of the brig *Eagle*, which he also commanded. Captain Peabody joined the East India Marine Society in May 1842, and the Salem Marine Society 9 August 1850. In 1849 he became interested in the California search for gold and with five others purchased the ship *Elizabeth*, sailing for San Francisco 19 April of that year, with an assorted cargo destined for sale among the gold seekers. After the disposal of her goods the vessel was sold and Captain Peabody returned to Salem, but the next year sailed again to San Francisco as master of the brig *Cleora*, a Salem owned vessel. Until 1856 Captain Peabody was constantly upon the sea, but after his retirement in that year he served his native city in several branches of its government. His wife was Lucinda Dodge, whom he married in Salem 1 June 1830. She was born 21 June 1804, the daughter of Ezra and Lucinda (Goldthwaite) Dodge. Captain and Mrs. Peabody made their home on Flint Street, where he died 28 February 1874. Mrs. Peabody died 30 June 1885.

PORTRAITS IN THE PEABODY MUSEUM

[See *Essex Co. Prob. Rec.*, Docket 49416; *Salem Vit. Rec.* (printed), II, 144, IV, 164, 271; *Salem City Hall Rec.*, XV, 2, 146; *E. I. H. C.*, XL (1904), 68; *Salem Ship Reg.*, 44; *History E. I. M. S.*, 64; *Laws S. M. S.* (1914), 150; *Salem Register*, 2 March 1874; Salem Directories, 1874, 1884; Putnam, I, 114, 158, III, 97, 106; Peabody, *Peabody Genealogy*, 93, 192; Information at Peabody Museum.]

92. FRANCIS PEABODY, 1801-1867. Oil, copy by Frances Chamberlain after Richard M. Staigg. Canvas, 35½ in. x 28½ in. Half length seated figure, head tipped slightly forward, gray hair parted on left, right side of face in shadow. High collar, black stock, dark clothes, hand and arm rest on arms of chair, left hand is in middle foreground. Brown-gray background. M 1870. Neg. 407.

Gift of Mrs. Jacob Crowninshield Rogers, 1914.

Francis Peabody, scientist and manufacturer, was born in Salem 7 December 1801, the son of Joseph Peabody, distinguished merchant of Salem, and his wife, Elizabeth (Smith) Peabody. After his education at Dummer Academy and in Brighton, where he attended a private school, Francis Peabody set out for Russia in his father's ship *Augustus*. His health, which had been delicate, was greatly benefited by this voyage and he remained abroad for some time, travelling on the continent. Upon his return he began a course of scientific study and gave several lectures upon the steam engine and electricity before local associations. He was the first treasurer of the County Lyceum upon its formation in 1830 and often appeared upon its lecture platform. He was also interested in military affairs, and served as Colonel of a Massachusetts Militia regiment. He was the first president of the Peabody Academy of Science, and from 1865 to 1867 was president of the Essex Institute. In 1826 Colonel Peabody began the manufacture of sperm candles and white lead in South Salem. The linseed oil mills at Middleton were built by him, and in 1841 he began the importation of flax seed from Europe and Calcutta in the chartered ship *General Harrison* and in his own ships

PORTRAITS IN THE PEABODY MUSEUM

Isaac Hicks and New Jersey. He also built the Middleton paper mills, where he successfully manufactured an excellent quality of book paper, but sold the latter venture in 1843. He married 7 July 1823, Martha Endicott, born 27 November 1799, the daughter of Samuel and Elizabeth (Putnam) Endicott. They lived for several years in the beautiful mansion designed by Samuel McIntire at 380 Essex Street in Salem, later moving to 134 Essex Street, a fine brick dwelling where now the State Armory stands. The extensive Kernwood estate was their summer home. Colonel Peabody died 31 October 1867, in Salem. Mrs. Peabody then removed to Boston where she died 12 March 1891.

[See *Salem Vit. Rec.* (printed), I, 281, II, 145, IV, 164; *E. I. H. C.* IX (1868), pt. II, 3, 80, XV, 302; Endicott, *Memoir of Samuel Endicott*, 39-48.]

93. GEORGE PEABODY, 1795-1869. Oil by A. Bertram Schell, 1869. Canvas, 66 in. x 48 in. Three-quarters length, nearly full face, right hand half concealed in coat, left hand resting on book at edge of table. Holds envelope in left hand. White hair worn rather long. Closely buttoned black coat, black stock. Dark background. M 366.

Gift of Mrs. George H. Lyman, 1895.

George Peabody, distinguished merchant and philanthropist, was born 18 February 1795 in South Danvers, now known as Peabody. He was the son of Thomas Peabody, who served in the Revolution, and his wife, Judith (Dodge) Peabody. Early in life he worked as a grocer's clerk and as an assistant to his brother David who kept a dry goods store in Newburyport. He soon removed to Georgetown, D. C., where as a partner in the firm of Riggs and Peabody, later of Baltimore, he became very successful and established branches in New York and Philadelphia. From 1827 onward Mr. Peabody made trips to London to sell cotton and buy merchandise, during one of which he negotiated a large British loan which saved the finances of the state of Maryland. He created a considerable sensation when he turned over to the state his own commission of sixty thousand dollars on this

PORTRAITS IN THE PEABODY MUSEUM

transaction. In 1837 Mr. Peabody definitely settled in London, and devoted himself to international banking with constantly increasing success. In 1854 Junius S. Morgan was taken into partnership with him. Frugal from necessity in his earlier years, George Peabody remained so from choice in later life when his annual income was at least three hundred thousand dollars. He never married, and as he rarely spent more than three thousand dollars a year upon himself, his great wealth would have accumulated to phenomenal proportions had it not been for his great generosity in public benefactions. Considerable gifts towards the improvement of housing conditions among the poor of London made him the object of public admiration in England. London granted him the honorary freedom of the City; Oxford University conferred upon him the honorary degree of D.C.L., and Queen Victoria, for what she described as his "more than princely munificence," wished to confer a baronetcy upon him, but that was politely declined. The Queen, however, wrote him a personal letter of appreciation, and presented him with a magnificent miniature of herself, which is now preserved in the Peabody Institute Library at Peabody. Although he lived in London for the last thirty-two years of his life, George Peabody several times returned to his birthplace, and generously endowed the several museums and institutes which bear his name in Salem, Danvers, Peabody, Cambridge, New Haven, Baltimore and Nashville. He died in London on 4 November 1869, and, although there was a general wish that he should be buried in Westminster Abbey, his will indicated that he wished to be buried in Harmony Grove Cemetery in Salem. After an impressive funeral service and a temporary interment in the Abbey, George Peabody's body was brought to the United States in H. M. S. *Monarch*, which arrived at Portland, Maine, on 25 January 1870. After various other ceremonies, a final funeral took place in Peabody on 8 February, at which Queen Victoria was represented by her son, the Duke of Connaught. Statues of George Peabody exist in London and Baltimore; the towns of Peabody and Georgetown bear his name, and he is one of the two millionaires in the Hall of Fame. Victor Hugo said of

PORTRAITS IN THE PEABODY MUSEUM

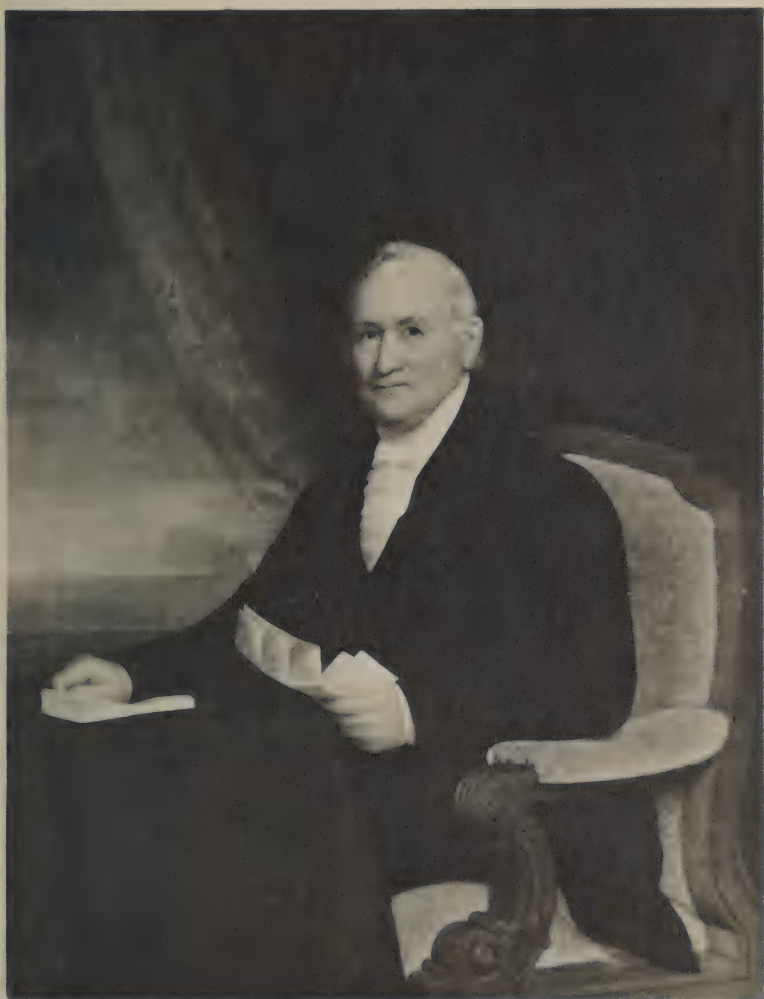
him that "having a place near Rothschild he found means to change it for one near Saint Vincent de Paul"; and Gladstone, that he "taught men how to use money and how not to be its slave."

[See *Danvers Vit. Rec.* (printed), I, 258; *E. I. H. C.*, IX (1868), pt. II, 71, XVII, 175; *Danvers Hist. Coll.*, XIX (1931), 16; Tapley, *Chronicles of Danvers*, 159-173; Peabody, *Peabody Genealogy*, 49, 100-104; Chapple, *George Peabody*.]

94. JOSEPH PEABODY, 1757-1844. Oil by Charles Osgood after James Frothingham, 1849. Canvas, 53½ in. x 41¼ in. Elderly man, three-quarters length figure, seated in red upholstered plush chair, facing left, eyes front. Ruddy complexion, gray hair and short side whiskers, white stock, frilled shirt, black satin waistcoat, dark coat. Table with papers and green covering on which rests right hand and arm, left hand holds paper. Red curtain in background. Seascape with ships on horizon to left. M 369. Neg. 5160. Plate XXIV.

Gift of George and Francis Peabody, 1849.

Joseph Peabody, Revolutionary soldier and distinguished merchant, was born at Middleton, Massachusetts, 12 December 1757, the son of Francis and Margaret (Knight) Peabody. His early years were spent in Middleton, but he came to Salem during the first days of the Revolution and saw service in the Salem privateers *Bunker Hill*, *Pilgrim* and *Fishhawk*. When the latter was captured Mr. Peabody was taken prisoner and carried to St. John's, Newfoundland, but was finally exchanged and just afterwards became second officer on the letter-of-marque ship *Ranger*, during which enlistment he was severely wounded. At the end of the war his first venture was the purchase of the schooner *Three Friends*, on which he sailed as master to the West Indies and Europe, making most profitable voyages. Retiring from active seafaring life, he began building and operating a large number of vessels, thereby establishing an enormous trade with Chinese, Mediterranean and West Indian ports which was never subsequently equalled by any other Salem



JOSEPH PEABODY

No. 94

PORTRAITS IN THE PEABODY MUSEUM

merchant. His imports included pepper, tea, indigo, hemp and many other products upon which he paid duties amounting to several millions of dollars. It is impossible within the limits of this sketch to enumerate the many vessels owned by Mr. Peabody. Mention however should be made of the *George*, *Cynthia*, *Mount Vernon*, *Duxbury*, *Bengal*, *China*, *Augustus* and *Leander*, whose many voyages brought to this country choice cargoes from almost every country under the sun. On 28 August 1791 Mr. Peabody married Catharine Smith, born 13 November 1760, the daughter of Rev. Elias and Katharine (Blanchard) Smith of Middleton. She died 17 September 1793, and on 24 August 1795 he married her sister Elizabeth Smith, born 2 April 1767, who died in Salem 28 February 1854. Joseph Peabody died in Salem 5 January 1844, after a short illness.

[See *Salem Vit. Rec.* (printed), IV, 165, VI, 120; *Middleton Vit. Rec.* (printed), 41, 50, 99; *E. I. H. C.*, XV (1878), 307; *Salem Ship Reg.*, 15, 17, 32, 37, 44, 61, 70, 105, 126, 185; *Laws S. M. S.* (1914), 139; *Salem Register*, 3 March 1854; Osgood-Batchelder, 34; *New Eng. Hist. and Gen. Reg.*, II (1848), 368; *Mass. Soldiers and Sailors in the Revolution*, XII, 7; Malone, *Dictionary of American Biography*, XIV, 338; Endicott, *Smith-Blanchard Family Gatherings*, 13-15.]

95. STEPHEN CLARENDON PHILLIPS, 1801-1857. Copy of oil by George Southward. Canvas, 29½ in. x 23¾ in. Waist length seated figure, almost full face, eyes front, ruddy complexion, dark brown hair and short side whiskers. High white collar, black stock, low-cut black satin waistcoat, dark coat. Back of red upholstered chair shows at left. Dark gray background. M 3427.

Deposited by the Proprietors of the Second Church.

Stephen Clarendon Phillips, merchant, was born in Salem 4 November 1801, the son of Stephen Phillips and his first wife, Dorcas (Woodbridge) Phillips. He was graduated from Harvard College in 1819, and at once entered upon the study of law. He finally, however, chose a mercantile career, in which he became emi-

PORTRAITS IN THE PEABODY MUSEUM

nently successful. He found time, nevertheless, to devote to civic interests, serving his city as its second mayor from 1838 until his resignation in 1842, and donating his entire salary to the advancement of education in Salem's public schools. Mr. Phillips was for some time a member of the Salem school committee, President of the Salem Bible Society and of the Young Men's Temperance Society, Vice-President of the Salem Savings Bank, and one of the managers of the Salem Dispensary. He was also a member of the Salem Marine Society, which he joined in 1828, served on the Massachusetts State Board of Education, and was a trustee of the Massachusetts State Lunatic Hospital. He served at various times in the Legislature and was a candidate for Governor on the Free Soil platform in 1848. In 1822 Mr. Phillips married Jane A. Peele, the daughter of Willard and Margaret (Appleton) Peele. Her death occurred 19 December 1837, and on 3 September 1838 her sister, Margaret M. Peele, became his second wife. She died in Salem, 15 July 1883. Mr. Phillips died 26 June 1857, a victim of a steamship disaster, while on a business trip to Canada. A passenger in the steamer *Montreal*, he was on his way to Quebec when the vessel caught fire. Mr. Phillips' body was recovered from the river and brought to Salem, where his funeral was held at the Barton Square Church.

[See *Salem Vit. Rec.* (printed), I, 164, IV, 188; *Salem City Hall Rec.*, VI, 140, XV, 120; *E. I. H. C.*, XV, (1878), 288; *Laws S. M. S.* (1914), 146; *Salem Register*, 2 July 1857; *Essex County Mercury*, 1 July 1857; Perley, III, 58; Osgood-Batchelder, 57.]

96. JOHN ADAMS PHIPPS, 1803-1866. Oil by unknown artist. Canvas, 26¼ in. x 21½ in. Under life size standing figure, a little more than half length. Thick dark hair and side whiskers. White collar, black stock, white shirt with gold stud, low cut yellow waistcoat, dark blue coat, metal buttons, gray trousers. Right hand almost hidden in opening of coat. Gray wall background and window opening upon seascape with boats on left. M 388.

Gift of John C. Phipps, 1897.

PORTRAITS IN THE PEABODY MUSEUM

John Adams Phipps, shipmaster in the African trade, was born in Salem in 1803, the son of John and Susan (White) Phipps. He married Mary Smith on 5 July 1827, and they were the parents of John Adams Phipps, Jr., who was also a master mariner. Captain Phipps was master of the 333 ton Medford-built ship *Navigator* and of the brig *Vintage* in 1841. In 1849 he commanded the ship *Columbia* on a voyage from Boston to Manila with a cargo of tobacco, nails, paint, etc. He returned laden with sapan wood, mats, sugar and rattans. He was master of the Boston owned bark *Falcon* in 1851. Captain Phipps joined the Salem Marine Society in October 1854. The family home was at 25 Becket Street, Salem, where Captain Phipps died 14 March 1866.

[See *Essex Co. Prob. Rec.*, Docket 50166; *Salem Vit. Rec.* (printed), IV, 192; *Salem City Hall Rec.*, VI, 223; *Salem Ship Reg.*, 130, 194; *Laws S. M. S.* (1914), 151; Salem Directories, 1860-1879; Journal of the ship *Columbia*, in possession of the Essex Institute; Cutler, *Greyhounds of the Sea*, 415.]

97. DUDLEY LEAVITT PICKMAN, 1779-1846. Oil by A. Hartwell after Chester Harding. Canvas, 35½ in. x 28½ in. Seated figure facing right, head three-quarters to right, eyes look towards right. Dark brown hair and short side whiskers, thick dark eyebrows and ruddy complexion. White stock, dark clothes, right arm rests on arm of red upholstered sofa. Medium gray background with red curtain on left side. M 352. Neg. 5161. Plate XXV.

Gift of William D. Pickman, 1869.

Dudley Leavitt Pickman, merchant, was born in Salem 1 May 1779, the son of William Pickman, one-time Naval officer at the Salem Custom House, and his wife, Elizabeth (Leavitt) Pickman. Mr. Pickman acquired his first business experience as a clerk under his father and also with Charles Cleveland, but exchanged this employment to sail as supercargo in the *Belisarius* to the East Indies. He joined the East India Marine Society in 1800, serving as its secretary from 1810 to 1812, and as president from 1817 to 1820. He became a member of the Salem Ma-

PORTRAITS IN THE PEABODY MUSEUM

rine Society in 1826. Not long after his return from sea he entered into business as a member of the firm of Pickman, Stone and Silsbee. This firm had no articles of co-partnership, for it was "an association of gentlemen who could trust one another." With some changes in personnel, this organization continued in business for a century, dissolving in 1898 a partnership which began just prior to 1800. During the period of this association Mr. Pickman was part owner of many vessels. Among them were the brig *Persia*, which made various voyages to the pepper port of Quallah Battoo, the ship *Friendship*, which was a victim of piracy on the west coast of Sumatra, the brigs *Alert*, *Edwin*, *Malay* and *Ontario*, the ships *Delphos*, *Borneo*, *Endeavor* and *Herald*, the barks *Camel* and *Henry Eubank*, the brigantine *Nautilus*, and the schooner *Equality*. Pepper, indigo, hemp, spices, and a variety of other goods were entered at Salem, sometimes consigned solely to Mr. Pickman or again to the firm, and the duties paid by them totalled more than a million dollars. Mr. Pickman contributed generously to many religious, charitable and literary institutions in Salem. He married 6 September 1810 Catherine Saunders, baptized at Salem 29 August 1784, the daughter of Thomas and Elizabeth (Elkins) Saunders. She died at Salem 19 May 1823, and Mr. Pickman, 4 November 1846.

[See *Salem Vit. Rec.* (printed) II, 174, 269, IV, 195, 288, VI, 143, 144; *E. I. H. C.*, XV (1878), 303, LXVII (1931), 273-276; *Salem Ship Reg.*, 5, 23, 27, 40, 46, 53, 54, 67, 84, 85, 112, 130, 136, 144; *History E. I. M. S.*, 26, 55; *Laws S. M. S.* (1914), 146; *Salem Register*, 9 November 1846; Putnam, I, 14, 51, 52, 63, 69, 71, 92, III, 96, IV, 22.]

98. JOSEPH PRATT, 1745-1832. Oil by Henry Cheever Pratt. Canvas, 29½ in. x 24½ in. Half length figure, full face, gray hair brushed over forehead, short side whiskers, white collar and stock, black coat. Dull red curtain in background, seascape with ship on extreme right. M 362. Neg. 2245.

Gift of John J. and Joseph Pratt, 1885.

Joseph Pratt was probably born in Salem about 1745. His parentage has not been fully determined. He made



DUDLEY LEAVITT PICKMAN

No. 97



JOSEPH PRESTON

No. 99

PORTRAITS IN THE PEABODY MUSEUM

his first voyage when he was but fourteen years of age, thus beginning a most adventurous career. In 1781 he took command of the *Grand Turk*, owned by Elias Hasket Derby, and set sail for the coast of Ireland. Here he surprised the English ship *Mary*, and while heading with her towards Bilbao, succeeded in capturing a small British brig also, both of which vessels he sold, realizing for himself, his crew and his owner more than \$40,000. Again Captain Pratt sailed with the *Grand Turk*, this time to the West Indies, taking as a prize the British ship *Minerva*, and another English vessel called the *Mary*. At Martinique he captured the sloop *Polly*, the snow *Sally*, and two other British vessels, the ships *Echo* and *Active*. While near St. Kitts Captain Pratt gave chase to the 400-ton ship *Pompey* of London, overcame her and putting on board a prize crew, sent her to Salem, where she was purchased by George Crowninshield and re-christened the *America*. Other prizes accredited to Captain Pratt were the English vessels *John and Grace*, *Triton*, *Primrose*, and the *Thomas and Betsey*. After the *Grand Turk* became a merchant vessel in 1783 Captain Pratt did not sail with her again. In 1789 and 1790, however, he is recorded as commanding the schooner *Nancy*, the ship *Peggy*, and the sloop *Alice*. He had also invested in the schooner *St. John*, of which he was part owner in 1790. On 16 April 1769 he married Margaret Cheever, baptized at Salem 5 June 1743, the daughter of Peter and Sarah (Osgood) Cheever. The latter was the former wife of Henry Moses. Captain and Mrs. Pratt resided on the south side of Salem Common, in the mansion house formerly owned by Peter Cheever. The family removed to Orford, New Hampshire, in 1792, and were among the first settlers of that town, from which Captain Pratt was elected a member of the State Legislature in 1800. He spent his latter years in retirement at Orford, following the life of a farmer. Here he died on 12 Decmbr 1832, surviving his wife whose death occurred at Orford in 1809. Dr. William Bentley recorded in his diary a visit to Captain Pratt in 1793, describing him as "an honest seaman of natural powers, sanguine and persevering."

[See *Salem Vit. Rec.* (printed), I, 172, IV, 214; *Salem Ship Reg.*, 7, 128, 143, 163; Bentley, *Diary*, I,

PORTRAITS IN THE PEABODY MUSEUM

120, 376, II, 50, 293, 327, 364, 375, III, 11, IV, 244; *N. H. Town and State Papers*, XIII, 137; *Orford, N. H., Centennial*, 130; Peabody, *The Log of the Grand Turks*, 14-20, 24-31, 36, 231, 232; Cooke, *Driver Family*, 434, 435; *Concord, N. H., Dept. of Vit. Statistics.*]

99. JOSEPH PRESTON, 1780-1840. Oil signed by M. Vervoort, 1820. Canvas, 31 in. x 27 in. Half length seated figure, head turned slightly to left, eyes front, dark hair, pale complexion. High collar, white stock, frilled shirt, high-cut black waistcoat, black coat. Right arm and hand rest on back of red painted chair, left hand in opening of coat. Dark background. M 356. Neg. 5162. Plate XXV.

Gift of heirs of Joseph Preston, 1895.

Joseph Preston, master mariner, was born in Salem 1 October 1780, the son of Andrew and Mary (Lambert) Preston. He married 1 February 1807 Rebecca Peele, born 4 September 1778, the daughter of William and Elizabeth (Becket) Peele. Some authorities state that he was an officer of the privateer *Diomedé* in 1812 and a prisoner at Dartmoor. On 20 October 1820 the Bath built brig *Wild Goose* sailed under his command with a crew of nine men bound for Antwerp. She was owned by John Crowninshield and others and was sold at Gibraltar in 1821. Captain Preston joined the East India Marine Society at Salem 21 April 1821. He retired from the sea some time before his death, which occurred 26 August 1840. Mrs. Preston lived to the great age of ninety-six years and died at the home of her daughter, Mrs. Richard S. Noble at 67 Essex Street, Salem, on 6 May 1875.

[See *Essex County Prob. Rec.*, Docket 22687; *Salem Vit. Rec.* (printed), II, 194, IV, 216, VI, 160; *Salem City Hall Rec.*, XV, 15; *Salem Ship Reg.*, 197; *History E. I. M. S.*, 66; *Salem Observer*, 8 May 1875; Perley, III, 386; Custom House Crew Lists at Essex Institute, 1820; Information at Peabody Museum.]

100. ALLEN PUTNAM, 1793-1868. Oil by Charles Os-good, 1828. Canvas, 25½ in. x 22 in. Waist

PORTRAITS IN THE PEABODY MUSEUM

length figure, head three-quarters to left, eyes left, dark curling hair and side whiskers. High collar, white stock, gold tie-pin, dark coat. Right arm hangs over arm of red covered sofa. Dark background. M 359. Neg. 5163.

Gift of Family.

Allen Putnam, shipmaster and merchant, was born in Salem 12 December 1793, the son of Thomas and Mary (Fitz) Putnam. He married at Danvers 20 September 1818 Eliza Page, born 20 August 1794, the daughter of Samuel and Rebecca (Putnam) Page. The family home was on Warren Street, Salem. Captain Putnam's first recorded voyage was as a boy on the *Lucia* in 1805. In 1825 and 1827 he commanded the Salem bark *Derby*, and in 1829 the ship *Italy*, of which he was also part owner. In 1833 he sailed as master of the brig *Governor Endicott*, which he owned in company with Pickering Dodge. Other vessels under his command at different times were the schooner *Union* and the ship *Eliza* of Salem. He was also part owner of the brig *Mermaid*, which made several voyages to New Zealand, and of the ship *St. Clair* of Newburyport. Captain Putnam became a member of the East India Marine Society in January 1821, and was its president from 1857 to 1864. He also served as master of the Salem Marine Society in 1853. He was Surveyor of the port of Salem from 1849 to 1854, and at the time of his death, 5 September 1868, he was a member of Salem's City Government. Mrs. Putnam died 15 July 1864.

[See *Salem Vit. Rec.* (printed), II, 208, 209; *Danvers Vit. Rec.* (printed), II, 232; *Salem City Hall Rec.*, VI, 205; *E. I. H. C.*, LXVII (1931), 278; *Salem Ship Reg.*, 40, 74, 93, 121, 192; *Newburyport Ship Reg.*, 201; *History E. I. M. S.*, 59, 68; *Laws S. M. S.* (1914), 131, 147; *Salem Directories*, 1837-1859; *Putnam* II, 131, 133, IV, 137, 165; *Danvers Hist. Coll.*, III (1915), 92, IV, 57; *Osgood-Batchelder*, 207; *New Eng. Hist. and Gen. Reg.*, XXII (1868), 165; *Putnam Leaflets*, III, 6.]

101. HORACE BISHOP PUTNAM, 1825-1888. Oil by unknown artist. Canvas, 25½ in. x 21¾ in. Half length figure of elderly man, three-quarters to

PORTRAITS IN THE PEABODY MUSEUM

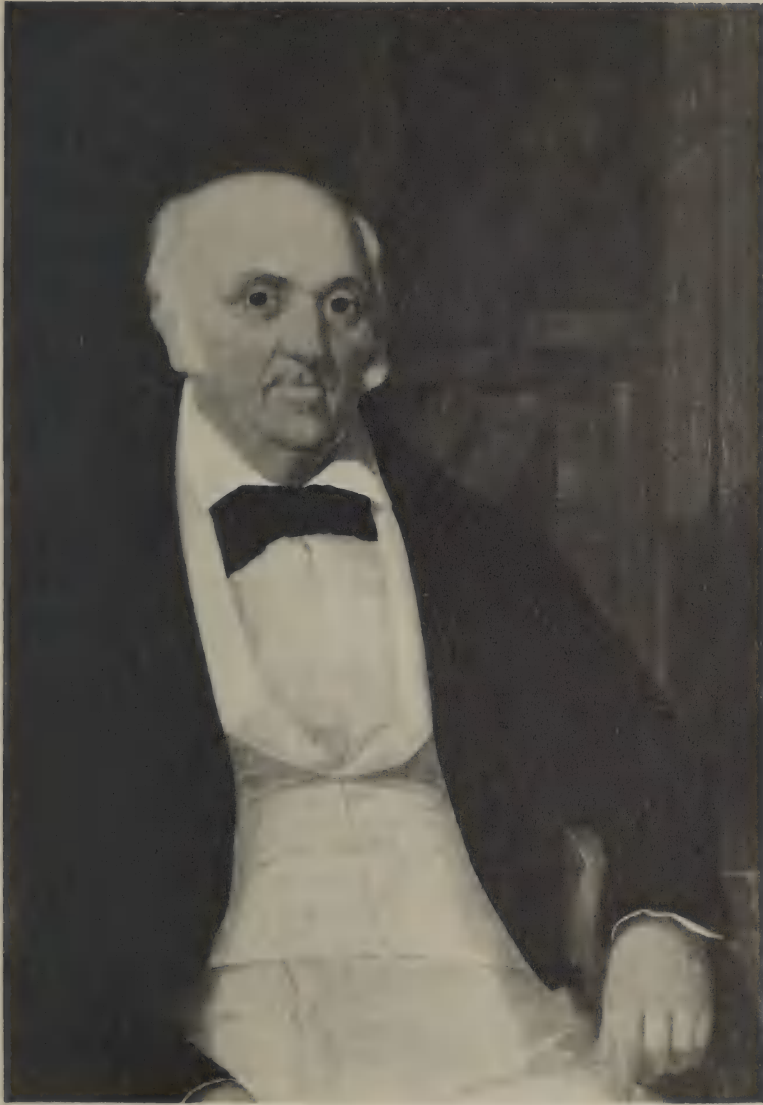
right, eyes looking toward right, iron-gray hair and full beard. Two gold studs show in shirt, low-cut black waistcoat, black coat. Dark background. M 3139. Neg. 1336.

Gift of Albert Bushnell Hart, 1929.

Horace Bishop Putnam, shipmaster, was born at Danvers 5 November 1825, the son of James Augustus and Sarah (Marston) Putnam. He was educated at Pembroke Academy. At the age of twenty he shipped as a sailor from Boston and followed the sea until 1859. In 1855 he commanded the 298-ton Salem built bark *Argentine*. He was called one of the most competent shipmasters who ever sailed from a New England port, making successful voyages to California, the East Indies and South America, bringing home a variety of cargoes profitable to his owners and consignees. About 1859 he removed to Manchester, New Hampshire, and entered the grocery business, in which he continued until 1876, when he retired. He was much interested in politics and served twice in the New Hampshire Legislature and three times as County Commissioner. He was twice elected alderman in the city of Manchester and was its mayor for four years. He married at Londonderry, New Hampshire, 24 November 1853, Rachel Hurd, the daughter of Charles and Rachel (Lovejoy) Hurd. Mr. Putnam died at Manchester 20 April 1888. His wife survived him and died at Cambridge in 1907.

[See *Danvers Vit. Rec.* (printed), I, 296, II, 236; *Londonderry, N. H., Vit. Rec.* (printed), III, 247; *Salem Ship Reg.*, 12; *Boston Journal*, 21 April 1888; Putnam, *The Putnam Lineage*, 326, 327; Lovejoy, *Lovejoy Genealogy*, 116; Marston, *Marston Genealogy*, 442; *Semi-Centennial of Manchester, N. H.*, 12.]

102. STEPHEN REYNOLDS, 1782-1857. Oil by J. M. Stanley, Honolulu, 1848. Canvas, 35 in. x 24 $\frac{3}{4}$ in. Half length seated figure of elderly man, almost full face, top of head bald, white hair at sides of head and side whiskers. Turned-down white collar, black stock, dark coat, white low-cut vest, white trousers. Left arm rests on red cov-



STEPHEN REYNOLDS

No. 102

PORTRAITS IN THE PEABODY MUSEUM

ered table, books in background. M 3831. Neg. 5164. Plate XXVI.

Gift of Stephen Willard Phillips, 1932.

Stephen Reynolds was born 18 November 1782 in Andover, the son of Enos Reynolds, a Revolutionary soldier, and his wife, Sarah (Simmons) Reynolds, but was baptized in Boxford in 1793. He chose a seafaring life when but a boy. From 1810 to 1813 he served as a seaman in the Salem brig *New Hazard* on a voyage to the Northwest Coast, the Hawaiian Islands and China. His journal of this voyage is in the manuscript collection of the Peabody Museum, as are several volumes of journals which he kept in Hawaii, where he decided to settle in 1823. He was a clerk for William French in Honolulu until 1829, when he went into business for himself. The same year he married Susan Jackson. They were the parents of five children, all born in Honolulu. Captain Reynolds is recorded as commanding the *Sultan* on a voyage from the United States to Honolulu. The first store owned by Captain Reynolds was made of grass, but he soon had a low coral structure upon one of Honolulu's principal streets. He lived in a spacious home also built of coral, which, although of but one story, was comfortable and fitted to his needs. He prospered in his business and was well known among the most successful of merchants. Kind and generous by nature, he took a great interest in the Charity School at Honolulu and held a weekly dancing class for the pupils where he played the violin while he taught the different steps. He became permanent treasurer of the school and served as its general adviser, advancing large sums for its upkeep, much of which was never repaid. He held the position of Harbor Master for some time and often acted as pilot for incoming craft. He remained in Honolulu until 1856, when, on account of ill health, he returned to the United States with his sister Rebecca who had been visiting him. He died at West Boxford 17 July 1857. Captain Stephen Reynolds was described by the late Professor W. D. Alexander as "an original character; thoroughly independent in his ways of thinking; of strong prejudices; but kind and generous to the needy and oppressed. He was a self-

PORTRAITS IN THE PEABODY MUSEUM

taught lawyer of no mean ability. He was especially devoted to the Oahu Charity School, and took a fatherly interest in its pupils.

[See *Andover Vit. Rec.* (printed), I, 321; *Boxford Vit. Rec.* (printed), 83; Perley, *The Dwellings of Boxford*, 240; Runnels, *The Runnels and Reynolds Families*, 68; *Sixteenth Annual Report of the Hawaiian Hist. Soc.* (1909), 22; *Papers of the Hawaiian Hist. Society* (1909), *Honolulu in 1817, 1818*; also (1899) Goodale-Thrum, *Honolulu in 1853*, 2-14, 18.]

103. ADDISON RICHARDSON, 1804-1871. Oval miniature in oil by unknown artist. Dimensions, $2\frac{1}{8}$ in. x $1\frac{3}{4}$ in. Head and shoulders of young man, three-quarters to right, eyes turned slightly to right. Thick dark hair brushed back from forehead and parted on left. High white collar, black stock, four studs in shirt front, low-cut black waistcoat, dark blue coat with metal buttons. Mottled gray background. M 4540. Neg. 615. Plate XXXII.

Gift of Mrs. Edward W. Richardson, 1918.

Addison Richardson, sea captain, was born at Salem 6 June 1804, the son of Captain William and Elizabeth (Townsend) Richardson. He made his first voyage to sea when but eleven years old, and rose rapidly in rank, finally becoming a most successful commander for the Union Line of packet ships sailing from New York to Havre. He was also master and part owner of the ship *Charlemagne* and master of the ships *Francis A. Palmer*, *Gallia* and the *Duchesse d'Orleans*. The latter, a 799-ton vessel, made several most remarkable passages while under his command, once accomplishing the voyage from New York to Havre in fourteen days. The *Gallia* also sailed from the Lizard to the Grand Banks in six days, a record said to be unparalleled by any other captain. Captain Richardson married 13 October 1833 Eleanor Waters, born 1 May 1809, the daughter of John and Eleanor (Shale) Waters. He died suddenly on the steamer *Bristol*, while traveling from Fall River to New York City 25 November 1871. He left a family in Brooklyn where he had made his residence for some time.

PORTRAITS IN THE PEABODY MUSEUM

[See *Salem Vit. Rec.* (printed), II, 235, 396, IV, 253; *Salem Register*, 30 November 1871; Robinson and Dow, *Sailing Ships of New England*, Series II, No. 368; Cutler, *Greyhounds of the Sea*, 199, 436; Vinton, *The Richardson Memorial*, 651.]

104. ISAAC RICHARDSON, 1796-1834. Oval miniature by unknown artist "executed at Marseilles in the year 1828." Dimensions, $2\frac{1}{2}$ in. x $2\frac{1}{8}$ in. Head and shoulders of middle aged man, three-quarters to right, eyes front. Thick dark hair brushed up from forehead and towards face at sides. High collar and white stock, frilled shirt front with pin, pale yellow waistcoat open at top, dark blue coat with metal buttons. Pale blue sky background. M 2772. Neg. 3788.

Gift of Miss M. Helen Tibbetts, 1923.

105. ISAAC RICHARDSON, 1796-1834. Oil by unknown artist. Canvas, $15\frac{1}{2}$ in. x $12\frac{1}{4}$ in. Standing full length figure about one-sixth life size, head slightly to right, eyes to left. Thick dark hair, white collar and stock, frilled shirt, pale yellow waistcoat, black frock coat, dark grey trousers. Holds spyglass in right hand, tall hat in left hand. Green garden seat and trees to left, lake and boat in middle distance. Landscape and sky background. M 2143.

Gift of Mrs. Edward W. Richardson, 1916.

Isaac Richardson was born in Salem 23 February 1796, the son of Captain William and Elizabeth (Townsend) Richardson. He was a brother of Captain Addison Richardson, who also followed the sea. In 1834, while first officer of the ship *Salem* of New Orleans, he fell on the deck, receiving injuries which shortly resulted in his death at Havre, France, 28 July 1834. He was of a gentle and kindly disposition "which endeared him to an extensive circle of acquaintances."

[See *Essex Co. Prob. Rec.*, Docket 23601; *Essex Co. Reg. of Deeds*, CCXXII, 307; *Salem Vit. Rec.* (printed), II, 236, VI, 185; Vinton, *The Richardson Memorial*, 591.]

PORTRAITS IN THE PEABODY MUSEUM

106. WILLIAM RICHARDSON, 1769-1807. Oil by unknown artist. Canvas, $25\frac{1}{4}$ in. x $18\frac{3}{4}$ in. Waist length figure, curling brown hair brushed over forehead, short side whiskers, almost full face, eyes front, ruddy complexion. High white collar and white waistcoat, white stock tied in small bow knot, dark blue coat, right hand almost hidden in coat opening. Medium gray background. M 2773.

Gift of Miss M. Helen Tibbetts, 1923.

William Richardson, shipmaster, was born in Salem 8 April 1769, the son of Captain Addison Richardson, a Revolutionary soldier, and his first wife, Mary (Greenleaf) Richardson. He married 17 March 1788, Elizabeth Townsend, born 25 January 1771, the daughter of Moses and Hannah (Lambert) Townsend. She died 2 May 1854 at Ipswich. Their home was always at Salem, where all their numerous children were born. Captain Richardson was an active and enterprising shipmaster, a member of the Salem Marine Society in 1797 and a charter member of the East India Marine Society in 1799. Among the vessels under his command were the ship *Eliza* and the brigantines *Liberty* and *Exchange*. He was also part owner of the latter vessel with Elias Hasket Derby. The log of the ship *Eliza*, commanded by Captain Richardson in 1805-1806, shows voyages to the East Indies, the Isle of France, New South Wales, New Zealand, Caledonia, Palembang and Canton. He died at Salem 8 December 1807 and an obituary of the period describes him as "one of those rare characters whom the breath of slander and the shaft of malice could never reach."

[See *Salem Vit. Rec.* (printed), II, 237, IV, 256, VI, 186; *Salem City Hall Rec.*, VI, 111; *Salem Ship Reg.*, 47, 56, 107; *History E. I. M. S.*, 54; *Laws S. M. S.* (1914), 142; Bentley, *Diary*, III, 332; Log of the ship *Eliza*, at Essex Institute; *Timothy Williams' Marine Notes*, typed manuscript at Essex Institute, 103; Waters, *Notes on the Townsend Family*, 22, 23; Vinton, *The Richardson Memorial*, 591; Information at Peabody Museum.]

PORTRAITS IN THE PEABODY MUSEUM

107. JOHN ROBINSON, 1846-1925. Oil by Frank W. Benson, 1916. Canvas, $43\frac{1}{4}$ in. x $35\frac{1}{2}$ in. Seated figure of elderly man, gray hair, beard and moustache, wears spectacles, high collar, blue tie with pin, dark coat and vest, gray trousers, gold watch chain. Arms rest on arms of chair, fingers interlocked. Warm dark background. M 2213. Neg. 1339. Frontispiece.

*Gift of the Trustees of the Peabody Museum
and Mrs. William Crowninshield Endicott, 1917.*

John Robinson was born in Salem 13 July 1846, the son of John and Lucy Pickering (Stone) Robinson. As a boy he was a keen collector of coins and curiosities, and soon developed an interest in history and natural science. At fifteen he became a member of the Essex Institute: at seventeen he was appointed curator of the Civil War relics and later of the entire historical department. After a brief interlude in the commission house of Alden Speare in Boston, where he learned the business methods of the day, he returned to Salem, and in 1874 took charge of the Herbarium of the Peabody Museum, a task which better suited his natural inclinations and for which he had been prepared by special courses in botany at Harvard University. In 1875, he was appointed a Trustee and Treasurer of the Museum, to which he gave nearly all of his time until his death on 9 April 1925. For many years he was in charge of the Museum as Acting Director during the long absences of Professor Edward S. Morse. With these administrative and financial responsibilities he combined a keen interest in the growth and orientation of the collections. Originally a botanist and chiefly concerned with the Herbarium, his enthusiasm for the history of Salem led to the idea of developing a Marine Department in the Museum as a memorial of the East India Marine Society. The preservation of the relics of that Society and the accumulation of other material relating to the maritime history of Salem absorbed him for many years, and it was due to his initiative that the present Marine Room was fitted out and opened in 1905. In 1921 Mr. Robinson published an illustrated catalogue of the Marine collections. The development of that depart-

PORTRAITS IN THE PEABODY MUSEUM

ment has been so extensive that an additional room, named in his honor, was opened in 1930, and space is already at a premium for carrying on the work which he began single handed at a time when popular interest in marine matters hardly existed. In 1913 Mr. Robinson gave his extensive collection of Far Eastern coins to the Essex Institute. His early interest in horticulture remained keen; in 1895 he planned the garden of the Salem Club, and in 1912 that of the Ropes Memorial. With Thomas Franklin Hunt he planned and compiled the *Visitor's Guide to Salem*, first published in 1892, and subsequently many times reprinted. Mr. Robinson was at various times a member of the Salem common council, the school board, sewer board and board of health, as well as a trustee of various local organizations. On 21 October 1869 he married Elizabeth Rollins Kemble, born at Wenham, the daughter of Edmund and Mary (Beckford) Kemble. They were the parents of three children. Mrs. Robinson died 3 October 1935 in Salem.

[See *Salem Vit. Rec.* (printed), II, 242; *Salem City Hall Rec.*, XIII, 16, XXXI, 59; *History E. I. M. S.*, 67; *Salem Evening News*, 10 April 1925; Morse, *John Robinson, Botanist*.]

108. JOHN ROGERS, 1500-1555. Oil copy by Henry Whittingham Rogers, 1847. Canvas, 30 in. x 25 in. Head and shoulders, head three-quarters to right, dark complexion, eyes front. White skull cap, brown square-cut beard, starched white ruff and ruffled undersleeves, dark coat. Hand holds open book which rests on table. Brown background. M 4542. Neg. 3273.

Purchase, 1932.

John Rogers, English Protestant martyr, was born about 1500, near Birmingham, England, and was graduated at Cambridge in 1526. Educated as a Roman Catholic priest, he went to Antwerp in 1534, and while there, under the influence of William Tyndale he abandoned the Roman faith and later took charge of a Protestant congregation at Wittenburg. His wife was from Antwerp. After Tyndale's death Rogers continued the translation of the Old Testament, begun by Tyndale, which he pub-

PORTRAITS IN THE PEABODY MUSEUM

lished under the pseudonym of Thomas Matthew in 1537. He returned to England in 1548, enjoyed the Crown livings of St. Margaret Moyses and St. Sepulture in London and was Divinity lecturer at St. Paul's. Fearless in his preaching, he denounced "pestilent Popery and idolatry" and would not wear the prescribed vestments. Feeling he was overstepping his bounds in this as well as many other ways, the Privy Council finally took away his emoluments and in 1554 Bonner, bishop of London, sent him to Newgate prison, from which in 1555 he went forth to trial. Cardinal Pole's commission accused him of denying the Christian character of the Roman Church and certain other basic doctrines and he was sentenced to death. Rogers was executed 4 February 1555 at Smithfield. He went to his doom with courage and cheerfulness, although denied everything, even a farewell interview with his wife. He was the first Protestant martyr of Queen Mary's reign.

[See *Encyclopedia Britannica*, XXIII (1911), 456; Lee, *Dictionary of National Biography* (1903), 1123; Lippincott, *Pronouncing Biographical Dictionary* (5th edition), 2076.]

109. JOHN ROGERS, 1572-1636. Oil copy by Henry Whittingham Rogers, 1847, of original painted 1623. Canvas, 30 in. x 35 in. Head and shoulders, light complexion, face three-quarters to right, eyes front, long fair curling hair, full beard. Black coat, brown fur collar, dark background. M 4543. Neg. 3272.

Purchase, 1932.

John Rogers was born about 1572 in England. His father was the fourth son of the Rev. John Rogers, Protestant martyr. His early years were passed at Weathersfield, England, and he was educated at Cambridge. His first vicarage was at Hemingham in Norfolk, and at the age of thirty-four years he became vicar of Dedham. Here he lived for many years, but so radical was his preaching that his lectures were suppressed on the ground of non-conformity. Distressed by this circumstance, as well as by fears for the future, he often urged young men to make a home in the New World where feelings were

PORTRAITS IN THE PEABODY MUSEUM

thought to be more tolerant. His son Nathaniel had already embarked for the Massachusetts Bay Colony and Mr. Rogers was anxious lest the earnest youth and his companions should want for material sustenance. In an interesting letter to John Winthrop, Jr., he writes: "If I have fitt meanes I will send over a cow or a bullock or 2." Mr. Rogers died, it is said of a broken heart, in 1636. His funeral was held at the Dedham church and so large was the attending concourse of people that "the gallery was soe overloaden that it sunck and craet and the people were sore affrighted, but by a miracle it stood." Mr. Rogers was thrice married. The name of his first wife is unknown; his second wife was Elizabeth Gold, widow of John Hawes, and his third was Dorothy Stanton, widow of Richard Wiseman of Wighborough, Essex. The Rev. Nathaniel Rogers of Ipswich, Massachusetts, was the son of his second wife.

[See Lee, *Dictionary of National Biography*, 1123; Caldwell, *Memory of Dedham, Eng.; and Gleanings of the Life of Rev. John Rogers*, 1-12; *N. E. Hist. and Gen. Reg.*, V (1851), 105, 118, 128-132.]

110. JOHN WHITTINGHAM ROGERS, 1787-1872. Oil by Georgina Campbell. Canvas, 35 in. x 28½ in. Seated figure of elderly man, eyes front, top of head bald, gray hair at sides of head, short side whiskers. White collar, black stock, dark clothes, heavy gold watch chain. Right arm rests on book on table, hand hangs over edge. Red upholstered chair shows at right. Mottled background. M 350. Neg. 2565.

Gift of Mrs. Martha Pickman Rogers Codman, 1896.

John Whittingham Rogers, merchant, was born at Ipswich 10 November 1787, the second son of Nathaniel and Abigail (Dodge) Rogers. As a very young man, after the removal of the family to Salem, he sailed for his brothers on several of their vessels as factor and supercargo. These voyages were to Bombay and various Asiatic ports. In 1807 and 1808 he shipped in the *Arab* and the *Mentor* to Sumatra for pepper and afterwards in the *Orestes* and *Adeline* to Russia. Mr. Rogers belonged

PORTRAITS IN THE PEABODY MUSEUM

to a company of cavalry in Salem about 1812, and joined the East India Marine Society in 1813. He removed for a short time to Boston, where he associated himself in business with his brother-in-law, Hon. Benjamin Pickman, but when the firm of N. L. Rogers & Brothers was established he returned to Salem and was identified with them in a commercial partnership. His shipping interests outside those of the firm included part ownership in the ship *Tybee* and the brigs *Pioneer*, *Beulah*, *Otter*, *Texal* and *Thetis*. The latter vessel was in the Madagascar trade, and the *Nereus*, built by his brother Nathaniel Leverett Rogers and himself at Bradford in 1817, made several voyages to India and Oregon. In 1842 this vessel opened the first trade from the Pacific to New South Wales. About 1843 Mr. Rogers again left Salem to make his home at Jamaica Plain, Massachusetts, but after some years there he removed to Boston where he spent the rest of his life. He married 11 June 1815, at Lancaster, Anstiss Derby Pickman, born at Salem 11 July 1793, the daughter of Benjamin and Anstiss (Derby) Pickman. She died at Brattleboro, Vermont, 29 August 1856. Mr. Rogers died 9 December 1872 at the Tremont House, Boston.

[See *Salem Vit. Rec.* (printed), II, 174, 244; *Salem City Hall Rec.*, VI, 133; *History E. I. M. S.*, 58; *Salem Ship Reg.*, 26, 137, 146, 183; *Salem Register*, 12 December 1872; Putnam, I, 39, 45, 141, IV, 22, 23, 29, 35, 76, 86; *N. E. Hist. and Gen. Reg.*, XIII (1859), 67; Dow, *Diary and Letters of Benjamin Pickman*, 38, 39; Information at Peabody Museum.]

111. NATHANIEL LEVERETT ROGERS, 1785-1858. Oval cabinet oil, bordered by narrow yellow band. Canvas, 10½ in. x 8½ in. Half length portrait of young man, quarter life size, full three-quarters to left, eyes left. Brown curling hair brushed over forehead, high collar, white stock tied in small bow knot, deep yellow waistcoat, dark blue coat with brass buttons. Medium gray background. M 329. Neg. 2269.

Gift of Augustus D. and Edward S. Rogers, 1885.

Nathaniel Leverett Rogers was born at Ipswich 6 Au-

PORTRAITS IN THE PEABODY MUSEUM

gust 1785, the son of Nathaniel and Abigail (Dodge) Rogers. His parents lived for a time at Ipswich but removed to Salem previous to 1792, where several of their children were baptized and where their mother kept a successful private school. Mr. Rogers married at Salem 24 October 1813 Harriet Wait, born 28 June 1790, the daughter of Aaron Wait, a prominent Salem merchant of the firm of Wait & Pierce. Her mother was Elizabeth (Call) Wait, formerly of Charlestown. Mr. Rogers was educated at Ipswich, Newburyport and Salem and also studied a year at Phillips Exeter Academy. He then entered the counting house of George Crowninshield & Sons, Salem merchants, as a clerk. He sailed as master of the brig *Independence* in 1809-10 for Danvers owners and the same year he was in command of the ship *Java*, owned by John Derby and John Prince of Boston. Captain Rogers was selectman of Salem, cashier of the Commercial Bank and the first president of the Mercantile Bank in Salem. He became a member of the East India Marine Society in 1813, its secretary in 1820, and its president in 1830. About 1818 he joined with his brother, John Whittingham Rogers, in the purchase of the brigs *Nereus* and *Pioneer*. Then, forming a partnership which included another brother, Richard Saltonstall Rogers, the new firm became known as N. L. Rogers & Company. From 1825 to 1840 they purchased the brigs *Active*, *Charles Doggett*, *Harbinger*, *Quill*, *Roscius* and *Talent*, the ships *Augustus*, *Black Warrior*, *Clay*, *Crusoe*, *Lydia*, *Perseverance*, *Shepardess* and *Tybee*, and the schooners *Lady Sarah*, *Spy* and *Virginia*. With these vessels the firm engaged in the East India, Zanzibar, Manila, Rio Grande and New Holland trades and were pioneers at the Fiji Islands, where they secured quantities of beche-de-mer and edible birds' nests, which they marketed to good advantage in China. The Rogers' firm were among the first to import wool from Australia, which they sent home in the brig *Tybee*, and large cargoes of gum copal filled the hold of the *Black Warrior* for the American trade. The story of the brig *Charles Doggett*, another Rogers vessel, is full of romantic interest. She was plundered by the natives at the Fiji and Pelew Islands in 1833 and also figured in the return of the

PORTRAITS IN THE PEABODY MUSEUM

Pitcairn Islanders from Tahiti by the kind hearted Captain Driver. The good seamanship and excellent commercial judgment of the Rogers' carefully selected captains contributed largely to the success of their voyages, and the firm attained a prominence among Salem's merchants equalled by none. Captain and Mrs. Rogers lived at 376 Essex Street, Salem, where he died 31 July 1858. Mrs. Rogers lived to the great age of ninety-three years and died in Salem 18 September 1882.

[See *Salem Vit. Rec.* (printed), II, 244, 381, III, 266; *Salem City Hall Rec.*, VI, 149; *Salem Ship Reg.*, 4, 15, 22, 31, 33, 37, 78, 91, 95, 103, 111, 132, 144, 146, 152, 160, 175, 182, 190, 194; *History E. I. M. S.*, 58, 68, 69, 71; *Salem Register*, 21 September 1882; *Salem Directory*, 1857; Putnam, I, 52, 55, 117, 120, 141, III, 113, IV, 7-10, 22; Osgood-Batchelder, 144, 157, 163, 168, 171; Felt, *Annals of Salem*, II, 357; *N. E. Hist. and Gen. Reg.*, XII (1859), 65; Information at Peabody Museum.]

112. RICHARD SALTONSTALL ROGERS, 1790-1873. Oil by Robert Hinkley of Washington, from photographs, 1888. Canvas, 31 in. x 25 in. Waist length figure of elderly man, almost full face, eyes looking front, gray hair thin on top of head, gray side whiskers. White collar, black stock, black suit, right hand in opening of coat. Dark background. M 349. Neg. 2566. Plate XXVII.
Gift of William B., Richard D., Jacob C. and Arthur S. Rogers, 1886.

Richard Saltonstall Rogers was born in Ipswich in 1790, the son of Nathaniel and Abigail (Dodge) Rogers. He was the youngest of the notable firm of N. L. Rogers & Brothers and early made several voyages as supercargo to distant ports in their employ. A Whig in politics, he represented Salem in the House of Representatives and the County in the Senate. In municipal affairs he served as a member of the Common Council in 1836-7 and was its president in 1838. He joined the East India Marine Society in March 1819, was a member of its Committee of Observation in 1823 and its president 1836-1839. Among the vessels in which Mr.

PORTRAITS IN THE PEABODY MUSEUM

Rogers was interested, apart from those owned by his firm, were the schooners *Agawam* and *Para*, the brig *Falcon*, the bark *Said Bin Sultan*, the sloop *Stork*, the ships *Columbia*, *Diomedé*, and the extreme clipper ship *Witchcraft*, the latter built for fast trade to the Pacific. He also commanded the *Spy* in 1826 on a successful voyage to Bombay. His interests on the whole were closely identified with those of his brothers and with them he accumulated a considerable fortune. On 14 May 1822 he married Sarah Gardner Crowninshield, baptized in Salem 4 May 1800, the daughter of Jacob and Sarah (Gardner) Crowninshield. She died 12 July 1835, and he married on 17 March 1847, as his second wife, Eliza L. Pickman, baptized 23 April 1815, the daughter of Dudley L. and Catherine (Saunders) Pickman. She died 18 September 1853 at Salem. Mr. George G. Putnam described Mr. Rogers as an "erect and dignified gentleman, about six feet in height, of florid complexion, with hair and whiskers as white as the driven snow." Mr. and Mrs. Rogers lived at 204 Essex Street, in Salem, nearly opposite Derby Square. The interior finish of this beautiful home was designed by Salem's famous architect Samuel McIntire, although the building itself was probably by Bulfinch. This house was first occupied by Ezekiel Hersey Derby and after him by Benjamin W. Crowninshield, who sold it to Mr. Rogers, who resided there until his death 11 June 1873.

[See *Salem Vit. Rec.* (printed), I, 220, II, 244, III, 266, VI, 191; *Salem City Hall Rec.*, VI, 106; *Salem Ship Reg.*, 5, 35, 41, 58, 141, 163, 176, 202; *History E. I. M. S.*, 59, 68, 69; Putnam, II, 133, III, 113, IV, 33, 40, 87, 91; *N. E. Hist. and Gen. Reg.*, XIII (1859), 67; Information at the Peabody Museum.]

113. ANDREW MADISON ROPES, 1830-1913. Oil by unknown artist, circa 1865. Canvas 23½ in. x 18 in. Seated figure under life size, full face, dark hair and beard, dark clothes, right hand rests on thigh, left hand and arm on red covered table at right. M 1682.

Deposited by the Salem Marine Society.

Andrew Madison Ropes, formerly Andrew M. Lopez,



RICHARD SALTONSTALL ROGERS

No. 112



NATHANIEL SILSBEE

No. 126

PORTRAITS IN THE PEABODY MUSEUM

shipmaster, was born at 9 Hardy Street, Salem, 1 December 1830. His father was Antonio Lopez, of Spanish extraction, at the time of his death second mate of the bark *Cavalier*, and his mother was Nancy Parker of Marblehead. His name was changed to Andrew Madison Ropes by an act of the legislature 10 March 1884, although he was so called for several years previously. At the age of eleven he enlisted on the U. S. S. *Columbus* as an apprentice boy and in 1842 was transferred to the U. S. S. *Ohio*. A short time after this his family removed him from the service and he worked at various trades and returned to school. His inherited love for the sea, however, was so strong that he shipped in the brig *Cecelia* of Salem for a voyage from Boston to Mauritius, St. Helena and Pernambuco. Soon after his return he again went to sea, this time in the ship *Lotus*, and later made two voyages in the *Emily Wilder* between Salem, Zanzibar, Aden and various ports on the east coast of Africa. Other voyages were in the barks *Elizabeth Hall*, *Magi* and *Thetis*, and in the ship *Polynesia* to Honolulu. By this time he had risen to the rank of second mate and shipped as such from Boston in the famous clipper ship *Ringleader* and afterwards on two voyages in the bark *Zotoff*. He served as mate and then commander of the ship *Raduga* and the bark *Kadosh* and was also master of the ship *Coringa*. He had doubled Cape Horn thirty-five times and the Cape of Good Hope sixteen times. About 1888 he retired from the sea to spend his last days in Salem, where in October 1911 he was elected to honorary membership in the Salem Marine Society. When the Cruiser *Salem* was in Salem Harbor, Commander Key and the other officers took much interest in Captain Ropes, who delighted them with his stories of the old days at sea. His home for the greater part of his life was at 30 Essex Street in Salem. He died unmarried, at Salem 3 January 1913, and at this time was Salem's oldest shipmaster.

[See *Essex Co. Prob. Rec.*, Docket 115017; *Salem Vit. Rec.* (printed), II, 246, III, 613, V, 206; *Marblehead Vit. Rec.* (printed), I, 379; *Salem City Hall Rec.*, XXIV, 117; *Laws S. M. S.* (1914), 154; *Salem Evening News*, 3 January 1913; Salem Directories, 1869-1912;

PORTRAITS IN THE PEABODY MUSEUM

Names Changed in Mass., (1780-1892), 259; Information at Peabody Museum.]

114. ANTOINE ROUX, 1765-1835. Wash drawing. Dimensions, $5\frac{1}{4}$ in. x $4\frac{1}{2}$ in. Head and shoulders, profile, facing right, thick hair, white collar, dark coat and waistcoat. M 3143.

Gift of Mrs. A. Clive Edwards, 1927.

Joseph Ange Antoine Roux, marine artist, commonly known as Antoine Roux, was born at Marseilles in 1765, the son of Joseph Roux and Ursule Demolin, his wife. As a boy Antoine Roux was apprenticed to his father, who was a hydrographer with a shop on the quai, but devoted his spare time to sketching details of ships and of the port. Although largely self taught, his naturally keen observation led him to great eminence as a marine painter in water color, for his paintings of ships reproduce every detail with the greatest fidelity. He was the creator of the ship portrait in France, and was constantly employed by shipmasters in the port of Marseilles who wished to carry home pictures of their vessels. The finest water colors of Salem vessels owned by the Peabody Museum were executed at Marseilles by Antoine Roux, for he was as often employed by foreign as by French captains. The Museum also owns a number of his sketch books. Antoine Roux's three sons inherited much of his skill as a marine painter. He died of cholera at Marseilles in 1835.

[See Brès and Johnson, *Ships and Shipping painted by Antoine Roux*, 13-27.]

115. FRANÇOIS-GEOFFROY ROUX, 1811-1882. Wash drawing. Dimensions, $5\frac{1}{2}$ in. x $4\frac{1}{2}$ in. Head and shoulders, profile, facing left. Black tie, dark clothes. M 3145.

Gift of Mrs. A. Clive Edwards, 1927.

François-Geoffroy Roux, the youngest son of Antoine Roux, was born at Marseilles in 1811, and the same talent which so distinguished his father was also in his blood. In common with his brothers he began life as

PORTRAITS IN THE PEABODY MUSEUM

a hydrographer, but delighted most of all in ship portraiture with a precision which approached perfection. Though less of an artist than his father, he held a unique place in this art for incomparable technical virtuosity. Being on friendly terms with many Naval officers he was often invited by them to board their vessels, and was thus enabled to sketch directly from the objects themselves. In 1860 he relinquished the business of hydrography to his nephew and devoted himself completely to his art. The generous gift of many water colors of naval vessels to the Marine Museum of the Louvre won François Roux the title of painter to the Ministry of the Navy, the Legion of Honor and other distinctions. This collection shows the development of the French Navy over a period of seventy years, from the *Wagram* of 1811 to the *Amiral Duperré* of the late seventies. His home was alternately at Marseilles and at Paris and he died at the former city in 1882 in the midst of his own, his brothers' and his father's paintings, which he had collected and for which he bore a deep affection. Several of his paintings may be seen at the Peabody Museum.

[See Brès and Johnson, *Ships and Shipping painted by Antoine Roux*, 27-33.]

116. FRÉDÉRIC ROUX, 1805-1870. Wash drawing, 1863. Dimensions, 5½ in. x 4½ in. Head and shoulders, profile facing right, aquiline nose, moustache, high white collar, black bow tie with flowing ends. Smooth white shirt front and dark coat. M 3144.

Gift of Mrs. A. Clive Edwards, 1927.

Frédéric Roux was born in 1805, the son of Antoine Roux, of Marseilles. Apprenticed as a hydrographer to his father, as were his brothers, he also inherited his father's extraordinary talent for ship portraiture. He left his birthplace when he was twenty years old and going to Paris, studied there with Horace Vernet. He also travelled through Russia and Norway, sketching as he went. In 1830 he set up a hydrographer's shop at Havre, but his taste for travel often led him far afield and his shop was largely left to others while he transferred to

PORTRAITS IN THE PEABODY MUSEUM

his sketch book interesting vessels and views which he saw as he wandered through many countries. Some of these sketches are owned by the Peabody Museum. He died at Havre in January 1870.

[See Brès and Johnson, *Ships and Shipping painted by Antoine Roux*, 27-33.]

117. THOMAS RUEE, 1773-1813 or 1814. Oil by foreign artist. Canvas, 19¾ in. x 16 in. Head and shoulders, three-quarters to left, eyes front, brown hair brushed over forehead, ruddy complexion. High white collar, white stock and waistcoat. Blue coat and brass buttons, blue-gray background. M 389.

Gift of Henry A. Ruee, 1884.

Thomas Ruee, shipmaster, was born at Salem 12 July 1773, the son of Thomas and Susanna (Becket) Ruee. His grandfather Francis Ruee and wife Ann were among the one hundred French neutrals sent to Salem with those who were expatriated in 1755 from Acadia. Ann Ruee was the last of these living in Salem. Captain Thomas Ruee married Mehitable Archer 18 November 1798. She was born 1 December 1773, the daughter of Jonathan Archer, Jr. and Mehitable (Kimball) Archer, and died at Salem 6 April 1856. Captain Ruee joined the East India Marine Society in March 1805. He was a successful sea captain, possessing great judgment in the selection of his cargoes. He sailed several times for William Gray to Sumatra in the pepper trade. In 1806, the *Two Sons*, a Crowninshield vessel of which he was master, was wrecked off the coast of France and the cargo of coffee, worth \$80,000, as well as the vessel, was destroyed. Captain Ruee, according to reliable family records, lost his own life at sea in 1813 or 1814.

[See *Salem Vit. Rec.* (printed), IV, 276, VI, 182; *Salem City Hall Rec.*, VI, 130; *Salem Ship Reg.*, 189; *History E. I. M. S.*, 57; Putnam, I, 22; Perley, II, 224; Bentley, *Diary*, I, 13, 162, II, 339, III, 238, 243, IV, 292, 361, 365, 491; Minot, *History of Massachusetts*, I (1798), 216-227; Manuscripts in possession of Walter H. Becket of Peabody.]

PORTRAITS IN THE PEABODY MUSEUM

118. JOSHUA SAFFORD, 1779-1843. Oil by unknown artist, about 1835. Canvas, 19¾ in. x 15½ in. Three-quarters life size, portrait of young man, head tilted to left, eyes look down towards left. Curling brown hair, high white collar, black stock, dark green coat, round tie pin. Right hand rests on books. Gray-green background. M 390.

Gift of Perry Collier, 1895.

Joshua Safford, sea captain, was born at Salem 7 September 1779, the son of Thomas Safford and his first wife, Elizabeth (Phelps) Safford. He was long identified with the Russia and East India trades. He commanded the bark *George*, sailing to Rotterdam in 1806, the brigs *Laura* and *Alert*, the schooners *Nancy* and *Georgetown*, the latter owned by Pickering Dodge and others. He is said to have been taken prisoner by the British during the War of 1812 and to have been confined in Dartmoor Prison. In 1816, when the 341-ton ship *Palladium* was built with the intention of establishing a packet line between Liverpool and Salem, Captain Safford became part owner with many of Salem's well known merchants and captains. This adventure, however, did not prove a success. Captain Safford was the owner of a rope walk in Salem on Bridge Street, but was again unfortunate, for the walk was entirely consumed by fire 17 February 1837, during a raging storm of sleet and snow. He was for a time in the government service as an inspector and measurer at the Custom House in Salem, and had charge of one of the United States Revenue boats. He was a charter member of the Salem Charitable Mechanic Association. He married 15 October 1801, at Salem, Dorothy Foye, born about 1779, the daughter of William and Elizabeth Foye. Captain Safford died in Salem 25 August 1843, survived by his wife and six children. His son-in-law, Samuel E. Mudge of Lynn, administered on his estate. Mrs. Safford died in Salem, 30 April 1858.

[See *Essex Co. Prob. Rec.*, Dockets 52419, 59186; *Salem Vit. Rec.* (printed), II, 262, 263, IV, 282, VI, 204; *Salem City Hall Rec.*, VI, 147; *E. I. H. C.*, XXXIX (1903), 18, XLII (1906), 34, LXVII (1931), 279, 280; *Salem Ship Reg.*, 7, 71, 129, 139; *Salem Reg-*

PORTRAITS IN THE PEABODY MUSEUM

ister, 9 February 1885; Felt, *Annals of Salem*, II, 385; *Essex Co. Genealogies*, manuscript at Essex Institute.]

119. SAID BIN SULTAN, 1791-1856. Oil by Lieutenant Henry Blossie Lynch, R. N. Canvas, $11\frac{3}{4}$ in. x $10\frac{1}{4}$ in. Quarter life size seated figure of elderly man, head three-quarters to left, eyes looking left, dark skin, short white whiskers around chin and sides of face. Drooping white moustache. Pale blue and gold striped turban, white V necked robe, pale yellow sash, black coat. Hands rest on arms of chair. Yellow gray background. Tropical seascape with trees and vessel shows through open window. M 786.

Gift of Mrs. J. P. Shepard, 1906.

120. SAID BIN SULTAN, 1791-1856. Copy in oil of Lieutenant Lynch's portrait, painted about 1860, probably by George Southward of Salem. Canvas, $11\frac{3}{4}$ in. x $10\frac{1}{4}$ in. M 336. Neg. 618. Plate XXVIII.

Gift of Henry F. Shepard.

Said bin Sultan, ruler of Oman and Zanzibar, was born at Semail in 1791 of royal parentage, the son of Sultan bin Ahmed and Ghanee. His father died in 1804, while sole ruler of Oman, leaving Said and his elder brother Selim in care of a relative, Mohammed bin Nasir, who appointed the brothers to official positions at Muscat. During the furious political intrigues which soon surrounded the two youths, Said attained such popularity and showed such force of character that after some bloodshed he was proclaimed ruler of Oman. He at once assigned an equal share in the government to his brother Selim. Said rose rapidly to great power, despite some misfortunes in his attacks upon his enemies on sea and land. With the assistance of French allies and of an expeditionary force commanded by an English officer from Bombay, he was able to subdue several savage tribes whose piracy had endangered his reign at Oman. Dissatisfied with his fortunes at Oman, he left for East Africa and after considerable fighting he entered the citadel of Mom-basa, from which he was later repulsed. Said, however,



SAMQUA
No. 121



SAID BIN SULTAN
No. 120

PORTRAITS IN THE PEABODY MUSEUM

was determined to establish his rule at Zanzibar, in which he was finally successful and there he built a country house. He introduced the culture of the clove, experimented with sugar and manufactured indigo. He set up commercial agencies at Calcutta and Bombay, the Dutch Indies, Persia and China and divided his time for the next few years between Oman and Zanzibar. In 1856, setting out upon a sea voyage to the latter place, he seemed to feel that he should never return, and strangely enough, on 19 October as the vessel neared port he died. His body was embalmed, contrary to the Mohammedan custom, by order of his son Barghash, who was with him, and was interred at Zanzibar. The relations of Said bin Sultan with France, Great Britain and the United States were very friendly, serving to establish favorable conditions for commerce between them and his own possessions. The United States was particularly favored and when the U. S. sloop of war *Peacock*, bearing Edmund Roberts as plenipotentiary, reached Muscat in 1833 a treaty of amity and commerce was there signed which was ratified in 1834 by the President and Senate. At this time there were two American whaling brigs at Zanzibar, one from Salem and the other from New York. It was not long before exports of gum copal, ivory, cloves and hides were shipped from Zanzibar and American cotton goods, rivalling those from England, were sold in exchange. The majority of the American traders were from Salem, as were six of the American consuls. Said bin Sultan had several wives, according to the Mohammedan custom. His first wife was his cousin, Azza bin Seif. Two others were Persian.

[See Said-Ruete, *Said bin Sultan*, 7, 10, 13, 15, 40, 71, 72, 122, 136-138; *E. I. H. C.*, LXV (1920) 363.]

121. SAMQUA. Oil by Lamqua, Canton. From the Augustine Heard Collection. Canvas, 32½ in. x 24¾ in. Waist length figure, head turned slightly to left, eyes front, heavy black moustache. Wears black silk robe, cord hangs from center of circular blue collar. Two long strings of colored beads around neck, front of robe embroidered in blue and red. White fur cuff covers most of left

PORTRAITS IN THE PEABODY MUSEUM

hand which holds beads. Warm gray background.
M 3789. Neg. 3271. Plate XXVIII.

Purchase, 1931.

Samqua, the name used by foreigners for Wu Kien-Chang, was a Hong merchant at Canton in 1837. In 1848 he was appointed Taotai (head of the customs) at Shanghai, and in 1854 was instrumental in establishing the basis of the Inspectorate General of Customs. During the rebel insurrection at Shanghai in 1853 the neutrality of its foreign settlements was questioned and the British, French and American consuls refused to admit the revenue authority of the Taotai until the customs should be fairly reinstated and the city again out of the hands of the rebels. Finally in 1854 an agreement was made with Samqua, then a refugee in the English settlements, that several Custom House inspectors should be appointed by him from the foreign Consulates who would work with him and so establish without a doubt the questioned neutrality. This Samqua did, thus enabling him to obtain legally revenues which otherwise he could not well collect. This arrangement was pleasing to the Consulates and mercantile houses and for a while was peaceably enjoyed. Before long, however, high officials of the central administration at Peking announced themselves displeased and by an imperial edict impeached Samqua and in 1855 banished him to "the cold countries of Tartary," where he supposedly died.

[See Morse, *East India Company in China*, IV, 327; Morse, *The International Relations of the Chinese Empire*, II, 12-24; Cordier, *Histoire Générale de la Chine*, III, 367, IV, 37, 93, 97, 98; *Chinese Repository*, IV (1835), 291, V (1837), 432, XVII (1848), 206, 373; Forbes, *Personal Reminiscences*, 362.]

122. THOMAS SAUL, 1787-1875. Oil by foreign artist. Canvas, 26 $\frac{3}{4}$ in. x 23 in. Waist length figure, three-quarters to left, eyes front, dark hair and short side whiskers, dark complexion. High white collar, stock tied in bow knot, high-cut white waistcoat, dark coat. Right hand partially con-

PORTRAITS IN THE PEABODY MUSEUM

cealed in opening of coat. Dark background.
M 391. Neg. 2504.

Thomas Saul, master mariner, was born at Salem 21 October 1787, the son of Joseph Saul, a native of France, and his wife Mary (Stanley) Saul. Thomas Saul was a seaman in the brig *Active*, William P. Richardson, master, which made the first trading voyage from Salem to the Fiji Islands in 1810. He married 1 November 1812 Sarah Foye, baptised 18 March 1787, the daughter of William and Elizabeth (Masury) Foye. In September 1818 and August 1819 he was reported at Batavia in command of the brig *Jane*, a vessel built in New York in 1817, which was registered at the Salem Custom House 1 February 1820 with Willard Peele, James Skinner, Richard Wheatland and Benjamin Dodge as owners and Thomas Saul as master. He commanded the *Jane* for several years, as is witnessed by an entry at Salem in July 1820 with a cargo of iron from Gothenburg and another entry in November 1823 from Sumatra with pepper. In 1825 Captain Saul was master and part owner of the schooner *Lafayette*. On his retirement from the sea he was employed as a toll gatherer on the Salem Turnpike, and afterwards was made constable at the Essex County Court House. Captain Saul joined the East India Marine Society in 1820, was elected secretary in 1846, and, for some years prior to 1867, was Superintendent of the Museum. At the time of his death, 27 September 1875, he was the senior member of the Society.

[See *Essex Co. Prob. Rec.*, Docket 52642; *Salem Vit. Rec.* (printed), I, 323, II, 269, IV, 287; *Salem City Hall Rec.*, XV, 12; *Salem Ship Reg.*, 95, 103; *History E. I. M. S.*, 59; *Salem Register*, 1 February 1875; *Boston Daily Advertiser*, 30 January 1875; *Salem Gazette*, 7 June 1887; *Salem Directory*, 1874; Putnam, I, 63; IV, 156, 157, 160, 161; Osgood and Batchelder, 192; Information at Peabody Museum.]

123. JOHN JAMES SCOBIE, 1808-1857. Oil by unknown artist. Canvas, $10\frac{3}{4}$ in. x $9\frac{1}{4}$ in. Half length, quarter life size figure, three-quarters to left, eyes front. Dark hair and short side whiskers, dark

PORTRAITS IN THE PEABODY MUSEUM

complexion, high collar, black stock. Three gold studs in shirt front connected by a gold chain. Black cutaway coat, light trousers, double watch chain. Holds long spyglass in left hand, blue-gray sky background. M 328. Neg. 5044.

Bequest of Miss Mary Jane Scobie, 1890.

John James Scobie, master mariner, was probably born in Salem about 1808, the son of John Scobie, a native of Scotland who was a dry goods dealer in Vine Street, Salem. His mother was Lydia (Mason) Maley, the daughter of Jonathan and Susanna (Babbage) Mason, and widow of Captain Benjamin Maley of Newburyport. John James Scobie in 1827 was a seaman in the famous ship *George* during a voyage to Calcutta. Later in life he commanded several vessels. He joined the Salem Light Infantry 29 January 1831, and became a member of the Salem Marine Society in July 1847. Captain Scobie married 21 June 1846 Caroline Savory, born at Salem 1 January 1816, the daughter of Richard and Betsey (Lewis) Savory. They lived at 6 Oliver Street, Salem, which was the homestead of Captain Scobie's father. Mrs. Scobie died 11 December 1849, and Captain Scobie was lost at sea between 21 May 1857 and the end of that year. He was survived by his sisters, Catherine T. and Mary Jane Scobie.

[See *Essex Co. Prob. Rec.*, Dockets 17528, 52864; *Essex Co. Reg. of Deeds*, CCXC, 234; *Salem Vit. Rec.* (printed), II, 271, III, 291, VI, 212; *Newburyport Vit. Rec.* (printed), II, 308; *Salem City Hall Rec.*, XVIII, 43; *E. I. H. C.*, IV (1862), 10, XXVI (1889), 278; *Laws S. M. S.* (1914), 150; Salem Directory, 1857; Putnam, II, 20; Perley, III, 158; Bentley, *Diary*, II, 446; Savory, *Savary and Sevary Families*, 128.]

124. JOHN HENRY SEARS, 1843-1910. Oil by Isaac H. Caliga, 1908. Canvas, 41 in. x 33 in. Three-quarters length figure of elderly man seated in a Windsor chair. Gray hair and beard, turned-over collar, blue tie, dark suit, gold watch chain across vest. Right hand rests on right knee, left elbow on chair arm. Holds large quartz crystal

PORTRAITS IN THE PEABODY MUSEUM

in left hand. Compound microscope on table at left. M 1467. Neg. 39.

Gift of David Pingree, 1910.

John Henry Sears, geologist, was born at Danvers, Massachusetts, 18 June 1843, the son of John Augustus and Henrietta Madeline (Kent) Sears. He attended the Danvers public schools and Topsfield Academy and from a child exhibited a great interest in botany and mineralogy. His first employment was with his father, a shoe manufacturer, but when the latter retired to take up farming the son followed the same calling for several years. On 1 October 1862 Mr. Sears enlisted in Company K, Eighth Massachusetts Regiment and served until his discharge in August 1863. On 24 November 1868 he married, in Boston, Lucinda Cutting Wallace, born in Wenham 16 October 1851, the daughter of James P. and Susan (Fogg) Wallace, both natives of Sandwich, New Hampshire. Four children were born of this marriage. In 1880 Mr. Sears became an Assistant at the Peabody Academy of Science, and shortly after removed with his family to Salem. In 1892 he was advanced to be Curator of Mineralogy and Geology, and in 1904 was given the additional duties of Curator of Botany. Both these posts he held until his death, which occurred 26 February 1910 at his residence at 7 Orne Square. In addition to his work at the Museum Mr. Sears taught botany, mineralogy and geology in the public schools of Salem. Mrs. Sears died 22 January 1925 at the home of her daughter Mrs. Brown on Oakland Street, Salem. Mr. Sears was a careful and thorough student of the geology of Essex County and wrote upon this and allied subjects. His greatest work was *The Physical Geography, Geology, Mineralogy and Palaeontology of Essex County*, published by the Essex Institute in 1905. He was a member of the New England Botanical Club, the Salem Club, Essex Institute, John Endicott Lodge, A. O. U. W., and Post 34, G. A. R., which he joined 14 July 1885.

[See *Essex Co. Prob. Rec.*, Docket 107719; *Salem City Hall Rec.*, XXIV, 50, XXVII, 119; *Danvers Vit. Rec.* (printed), I, 326, II, 260; *Danvers Historical Collections*, XXII (1934), 53; *Salem Evening News*, 28 February 1910; May, *Sears Genealogy*, 432, 535.]

PORTRAITS IN THE PEABODY MUSEUM

125. THOMAS SEAVER, 1783-1837. Oil signed Bally, 1816. Canvas, 25½ in. x 21 in. Waist length figure, dark curling hair and short side whiskers, dark complexion, slight smile. High white collar and stock, dark coat and waistcoat. Dark brownish-gray background. M 392.

Gift of Heirs, through Howard P. Harris, 1897.

Thomas Seaver, ship master, was probably the son of Thomas and Hannah (Dunbar) Seaver, who were married 19 January 1783 at Hingham, Massachusetts. Although his birth record has not been found, it appears from the statement of his age in several crew lists, and from a reference to his birthday as September seventh in a journal, that he was born on 7 September 1783 at Hingham. The date of Captain Seaver's removal to Salem is uncertain, but he was married there 31 March 1811 to Rachel Wilkins, born in Middleton, Massachusetts, about 1789, the daughter of William and Sarah (Bancroft) Wilkins. They made their home at 4 Daniels Street, where Captain Seaver died in March 1837. No record has been found of Thomas Seaver's early career at sea, but from 1816 to 1833 he was steadily in the employ of Joseph Peabody, although never in a very distinguished capacity. Between 1816 and 1820 he made voyages as mate in the schooners *Hazard*, *Tiger*, *Hunter* and the brig *Cambrian*. In June 1821 he joined the Peabody schooner *Roque* as mate, and later in the year was promoted to be master of the vessel, which he commanded during three voyages. Between 1823 and 1825 he made four voyages as master of the brig *Niagara*, but in 1826 returned to the schooner *Roque*, in which he served continuously as master for nine years. An incomplete sea journal, kept during his last voyage in the *Roque* from Leghorn to Salem in September 1834 seems to indicate that he was of a deeply religious nature.

[See *Essex Co. Prob. Rec.*, Docket 79744; *Salem Vit. Rec.* (printed), IV, 294, VI, 214; *Salem City Hall Rec.*, XV, 83; *Salem Register*, 17 April 1884; *Salem Directories*, 1837-1886; *History of Hingham*, II, 200; Seaver, Private Sea Journal at Essex Institute; *Peabody Crew Lists* at Peabody Museum.]

PORTRAITS IN THE PEABODY MUSEUM

126. NATHANIEL SILSBEE, 1773-1850. Oil by A. Hartwell after Chester Harding. Canvas, $38\frac{3}{4}$ in. x $25\frac{1}{2}$ in. Half length, seated figure, head three-quarters to left, eyes left, light brown hair and short side whiskers. High collar, black stock, black satin waistcoat, black coat. Right arm rests on red covered table on which are papers. Dull gold curtain and column in background. Sky and sea on extreme left. M 354. Neg. 5165. Plate XXVII.

Gift of Nathaniel Silsbee, 1869.

Nathaniel Silsbee, shipmaster, merchant and statesman, was born at Salem 14 January 1773, the son of Nathaniel and Sarah (Becket) Silsbee. His father was a prosperous sea captain who met with financial reverses which compelled the withdrawal of Nathaniel from the school where he was expecting to fit for college. Nathaniel at once went to sea as a clerk and supercargo in the Derby-owned brig, *Three Sisters*, and the next year, 1790, commanded the sloop *Sally*. In 1792 before he was twenty-one years old he was given charge of the new ship *Benjamin* owned by Elias Hasket Derby, and made one of the most successful voyages of the period. Owing to the outbreak of war, he took the responsibility of changing Mr. Derby's plans, and through dealings in foreign exchange brought to his owners a tremendous profit. On 1 November 1800 Captain Silsbee, commanding the letter-of-marque vessel *Herald*, left Calcutta with several American merchantmen sailing together for mutual protection from the French privateers known to be infesting those waters. Shortly after leaving they sighted the East India Company's ship *Cornwallis*, which was making a running fight with a French ship *La Gloire* closely in pursuit. As the *Cornwallis* appeared to be losing ground, the American fleet moved closer for her protection. The French vessel then steered directly for Captain Silsbee's ship, which opened fire upon her, as did the other vessels. After several rounds the fleet still presented so brave a front that the French ship finally gave up the attack and disappeared. Captain Silsbee's voyages netted him a substantial sum and by 1801 he had retired from the sea to become a lead-

PORTRAITS IN THE PEABODY MUSEUM

ing figure in the business circles of Salem and Boston. About this time he began the purchase of shares in several vessels on his own account as well as that of Silsbee, Pickman and Stone, with whom he had become associated in business. He was part owner of the ships *Herald*, *Friendship*, *Borneo*, *Betsey* and *Alfred*, the schooners *Buckskin*, *Diligent*, *Fanny*, *Georgetown*, *Regulator* and *Superior*, the bark *Mary*, the sloop *Polly*, the brigs *Edwin*, *Endeavour*, *Essex*, *Malay* and *Persia*, and the ketch *John*. He entered politics in 1816 and was chosen member of Congress, serving in the House until 1821 and in the Senate from 1826 to 1835. From 1823 to 1825 he was President of the Massachusetts Senate. He was a colleague of Daniel Webster and an intimate friend of John Quincy Adams and Henry Clay. His knowledge of naval and merchant marine matters were useful to him as a legislator and no man's opinion was more sought or highly respected. In 1835 Mr. Silsbee retired from business and died in Salem 14 July 1850. He was one of the founders of the East India Marine Society in 1799 and its treasurer from 1808 to 1817. The family home was the brick mansion on Pleasant Street in Salem where he lived with his wife, Mary Crowninshield, daughter of George and Mary (Derby) Crowninshield, whom he married 12 December 1802. She was born 24 September 1778 and died 21 September 1835. Their son Nathaniel was mayor of Salem from 1849 to 1850 and treasurer of Harvard College from 1862 to 1876. Their daughter Mary married Rev. Jared Sparks, one-time President of Harvard College.

[See *Essex County Prob. Rec.*, Docket 53239; *Salem Vit. Rec.* (printed), III, 308, V, 224; *E. I. H. C.*, IV (1862), 87, XV (1878), 285, XXXV (1899), 1-79; *Salem Ship Reg.*, 6, 17, 19, 23, 26, 40, 46, 53, 55, 59, 67, 71, 84, 85, 99, 112, 116, 144, 149, 155, 166, 179; *History E. I. M. S.*, 28, 54, 71; *Salem Gazette*, 30 May 1882; Malone, *Dictionary of American Biography*, XVII, 165; Osgood and Batchelder, 246; Dulles, *The Old China Trade*, 34, 35; Emmerton, *Henry Silsbee and Some of His Descendants*, 32-34; Duren, *Three Generations of Silsbees and Their Vessels*, 2-5; Maclay, *History of American Privateers*, 220-222.]

PORTRAITS IN THE PEABODY MUSEUM

127. SAMUEL SMITH. Oil by unknown artist. Canvas, 28½ in. x 23½ in. Figure three-quarters to left, eyes front, brown hair brushed towards face. Short side whiskers, high white collar, black stock, dark waistcoat, blue-gray coat with brass buttons. Holds large spyglass against his side with left hand. Brownish gray background. M 2508.

Gift of Benjamin Franklin Smith, 1919.

Benjamin Franklin Smith, the donor of this portrait, was born in Salem in 1837, removed to Woburn in 1861 and died there in 1929. He served in the Civil War, and was married to Susan Flint. It is presumed that the portrait represents the donor's father Samuel Smith of Salem, shipmaster, who married 19 October 1835 Elizabeth Berry. She was baptized 10 February 1811, the daughter of Peter and Margaret (West) Berry. It has proved impossible to establish the dates of birth and death of this Samuel Smith, or to discover any certain record of his career at sea.

[See *Salem Vit. Rec.* (printed), IV, 329; *Salem Evening News*, 21 January 1929.]

128. WILLIAM STORY, 1774-1864. Oil by unknown foreign artist. Canvas, 26½ in. x 21½ in. Waist length figure, almost full face, head tilted back to left. Short fair hair and side whiskers, white stock, high-cut double-breasted white waistcoat, open dark coat with brass buttons. Right hand in opening of waistcoat. Warm gray background. M 393.

Bequest of Eliza Story, 1885.

William Story, merchant and master mariner, the son of Dr. Elisha Story and his first wife Ruth (Ruddock) Story, was born 18 August 1774 at Malden, whither his father had temporarily moved in anticipation of Revolutionary troubles in Boston. Shortly after the birth of his son William, Dr. Story removed to Marblehead, and in 1820 to Salem. William Story's first command was the brig *Mars*, owned by William Orne, in 1797. In 1800 he was master of the ship *Marquis de Somerulas*, and from 1801 to 1804 commanded the 342-ton ship

PORTRAITS IN THE PEABODY MUSEUM

Friendship of Salem during voyages to Russia, the Mediterranean and China. In 1804 Captain Story joined the East India Marine Society, and about that time presented to the Society's Museum a large rigged model of the *Friendship* which had been made by Thomas Russell with the aid of the ship's carpenter on board the *Friendship* during one of her voyages. In 1822 Captain Story was master of the brig *Cygnets*, in 1823 master of the brig *Franklin*, in 1824 master and owner of the brig *Susan and Sarah*, and in 1826 master and owner of the schooner *Sally*. In 1827 he retired from the sea and entered the Salem Custom House as a weigher and gauger, where he remained for many years. He married 6 August 1797 Elizabeth Patten, born 6 December 1775, the daughter of John and Elizabeth (Hulen) Patten of Marblehead. She died in Salem 22 February 1856, and Captain Story died 17 March 1864, at the great age of ninety years.

[See *Essex Co. Prob. Rec.*, Docket 54548; *Salem Vit. Rec.* (printed), II, 329; *Marblehead Vit. Rec.* (printed), I, 380, II, 413, 678; *E. I. H. C.*, LI (1915), 46; *Salem Ship Reg.*, 37, 65, 114, 169, 179; *History E. I. M. S.*, 57; Corey, *History of Malden*, 742; Information at Peabody Museum.]

129. SAMUEL SYMONDS, 1787-1830. Oil by unknown artist. Canvas, 24½ in. x 18 in. Head and shoulders, thick dark hair and short side whiskers, head turned slightly to left. High white collar, stock tied in bow knot, white waistcoat, high collared dark blue coat with brass buttons. Dark brown background. M 2915.

Gift of Annie S. Symonds and Abbie Symonds Goss, 1923.

Samuel Symonds was born at Danvers 15 June 1787, the son of Samuel and Sally (Phippen) Hobbs Symonds. He married 10 February 1820 Nabby Shillaber Daniels, born 8 December 1798 at Danvers, the daughter of David Daniels, a native of Medway, and his wife, Betsey (Shillaber) Daniels, who were both residents of Danvers. Captain Symonds was part owner of the *Elizabeth*, a Salisbury built schooner, in 1815. In 1822 he commanded the sloop *Merrimac Packet* and was its master and sole owner

PORTRAITS IN THE PEABODY MUSEUM

in 1824, when he was also part owner of the schooner *Agenora*. In 1827 he bought an interest in the schooner *Leader*, and in 1829 commanded the brig *Triton*, which was owned by Joseph J. Knapp. Captain Symonds died in Danvers in 1830.

[See *Danvers Vit. Rec.* (printed), I, 90, 362, II, 285, 356, 458, 467; *Medway Vit. Rec.* (printed), 46; *Melrose City Hall Rec.*, VI, 101; *Salem Ship Reg.*, 5, 50, 105, 187; Perley, II, 329; Jameson, *History of Medway*, 471; *Harmony Grove Cemetery Rec.*; Phippen, *Phippen Genealogical Manuscript* on deposit at Essex Institute, 171, 172.]

130. THOMAS BARNARD TAYLOR, 1806-1843. Oval oil by unknown artist. Canvas, 11 in. x 9 $\frac{1}{4}$ in. Waist length figure, full face. Dark brown hair and short side whiskers, high collar, black stock, plaited shirt front. Gold pin, black coat and waistcoat. Dark gray background. M 3391.

Gift of Mrs. George P. Taylor, 1918.

Thomas Barnard Taylor, master mariner, was baptized in Salem 26 January 1806, the son of Captain George and his first wife Hannah (Peele) Taylor. His father was boatswain of the ship *America* in 1813 and master-at-arms on the private armed schooner *Frolic* in 1822. Thomas Barnard Taylor inherited his father's love for the sea and made several voyages when but a lad. He commanded the brig *Malaga* in 1836 and was master and part owner of the brig *Romp* in 1837 and 1838. On 11 March 1832 he married Catherine Andrew Morse, born about 1808 in Salem, the daughter of Edward and Lydia (Lewis) Morse. They lived at 9 Broad Street, Salem. Captain Taylor died at Cayenne of brain fever 23 August 1843, and Mrs. Taylor died at the home of her daughter, Mrs. Charles E. Pond, 19 Broad Street, Salem, on 3 May 1888.

[See *Essex Co. Prob. Rec.*, Docket 55004; *Salem Vit. Rec.* (printed), II, 345, III, 376, 377, VI, 269; *Salem City Hall Rec.*, XVIII, 6; *Salem Ship Reg.*, 112, 159; *Salem Evening News*, 5 May 1888; Salem Directories, 1838-1888; Harris, *Pond Genealogy*, 164.]

PORTRAITS IN THE PEABODY MUSEUM

131. HENRY TIBBETS, circa 1760-1842. Pastel by unknown artist. Dimensions, 20 in. x 15¾ in. Half length figure, head slightly to left, eyes front, dark complexion, dark brown eyes, long gray hair. Wide-brimmed beaver hat, stock with fancy bow tie, frilled shirt, low-cut yellow waistcoat with narrow blue trimming and blue coat. Spyglass under left arm, right hand in opening in waistcoat. Seascape in background with sail boat. M 2771. Neg. 1162.

Gift of Miss M. Helen Tibbets, 1923.

Henry Tibbets, mariner, was born in Maine about 1760. Neither his parentage nor the date of his removal to Salem have been determined. On 30 December 1784 he was married to Elizabeth Abbot of Salem. They subsequently made their home on the easterly side of Winter Street. Captain Tibbets joined the East India Marine Society in 1802, while master of the ship *Hazard*. This vessel entered Salem 1 May 1802 with a cargo of sugar, cigars and cordage from Calcutta, consigned to John and Richard Gardner, upon which a duty of more than sixteen thousand dollars was paid. A portion of Captain Tibbet's journal of this voyage has been preserved. He was one of the volunteer shipmasters who manned the *Helen*, which was hastily fitted out at Salem in 1812 for the capture of the famous *Liverpool Packet*. In 1820 Captain Tibbets was owner and master of the 73-ton sloop *Polly*. Upon his retirement from the sea he became Inspector of Customs at the Salem Custom House. He died in Salem 6 December 1842, survived by his wife, who died 28 December 1848.

[See *Salem Vit. Rec.* (printed), IV, 384, VI, 274; *Salem City Hall Rec.*, XV, 84; *E. I. H. C.*, II (1860), 59, IV (1862), 134, LXVII (1921), 280; *Salem Ship Reg.*, 149; *History E. I. M. S.*, 56; *Salem Register*, 20 December 1880; Osgood and Batchelder, 143.]

132. HENRY TIBBETS, 1785-1880. Oil by Van der Borcht, Antwerp, 1828. Canvas, 23½ in. x 19 in. Head and shoulders, three-quarters to left, eyes front, dark brown curling hair and short

PORTRAITS IN THE PEABODY MUSEUM

side whiskers. High white collar and stock tied in a bow knot. Dark blue coat with metal buttons. Warm neutral background. M 2954.

Gift of Mrs. R. Frank Tibbets, 1924.

Henry Tibbets, master mariner, was born at Salem 27 September 1785, the son of Captain Henry and Elizabeth (Abbot) Tibbets. On 8 October 1809 he married Sara Ropes, born 6 March 1789, the daughter of William Ropes of Salem, shipmaster, and Mary (Brown) Ropes. She died 16 March 1857. Captain Tibbets had an adventurous career from early life. He sailed in the privateer *America* on her first cruise 1 September 1812, and returned to the United States as prize master. He sailed again on the *America's* second voyage and was given charge of one of her prizes, which was unfortunately recaptured on the return passage to Salem. Captain Tibbets was then sent to Dartmoor Prison, where he remained for nearly two years. While there he joined the Pulaski Society, an association formed among the prisoners for the promotion of patriotism. After his return to Salem he entered the hardware business, but soon went back to sea, making voyages to Calcutta and Sumatra, and at one time commanding the *Architect* from San Francisco to Hong Kong. At the time of his death, 18 December 1880, he lived at 24 Liberty Street, Salem, and was said to have been one of the last survivors of the Dartmoor prisoners. "He was possessed of a fund of anecdotes, was an agreeable companion and an upright and honorable gentleman."

[See *Essex Co. Prob. Rec.*, Docket 55274; *Salem Vit. Rec.* (printed), IV, 271, 384; *Salem City Hall Rec.*, VI, 138, XV, 84; *E. I. H. C.*, VII (1865), 250, VIII (1866), 53; *Salem Gazette*, 21 December 1880; *Salem Register*, 20 December 1880; Putnam, I, 144; Salem Directories, 1837-1880; Howe and Matthews, *American Clipper Ships*, I, 20.]

133. PENN TOWNSEND, 1772-1846. Oil by unknown artist. Canvas, 25½ in. x 21½ in. Half length figure, full face, curling black hair parted on right side and brushed over forehead, short side

PORTRAITS IN THE PEABODY MUSEUM

whiskers. High collar, white stock, frilled white shirt, high-cut white waistcoat, black coat, pale buff trousers. Right hand holds spyglass, left arm rests on carved stone work. Seascape background with vessel at left. M 3094. Neg. 5166. Plate XXIX.

Gift of David Pingree, 1919.

134. PENN TOWNSEND, 1772-1846. Oval miniature by unknown artist. Dimensions, $2\frac{1}{2}$ in. x 2 in. Head and shoulders three-quarters to right, eyes front. Dark curling hair and short side whiskers, dark eyes, dark complexion. White stock, white waistcoat, dark blue coat with velvet collar, brass buttons. Pale blue-gray background. M 4556. Neg. 695.

Gift of William Crowninshield Waters, 1937.

Penn Townsend, master mariner, was born at Salem 15 September 1772, the son of Moses Townsend and his first wife Hannah (Lambert) Townsend. He went to sea as a boy, and before he came of age was in command of a vessel. In 1793 he was master of the schooner *Olive Branch*, in 1795 of the schooner *Whim*, in 1802 of the brig *Edwin*, which brought a consignment of wine and prunes to Moses Townsend. In 1803 he was master and part owner of the brigantine *Martha*. From 1809 to 1817 he owned shares in the brigantine *Telemachus*, the brigs *Argus* and *Eunice*, of which he was also master, the ship *Alfred*, and the schooners *Joanna*, *General Stark*, *Thomas*, *Dolphin* and *Helen*. His voyages included various Mediterranean and Russian ports, and for several years he lived at Archangel and Moscow. Later he served as a Lieutenant in the United States Revenue Service. Captain Townsend joined the Salem Marine Society 25 August 1796. During the War of 1812 he was actively engaged in privateering, owning with others several private armed vessels, some of which he commanded. Among these were the *Grumbler* and the *Macedonian*. During a voyage in the latter vessel he captured twenty-two prisoners and gained a valuable prize cargo. Captain Townsend married 1 December 1793 Mary Richardson, born 19 January 1772, the daughter of Captain Addison and



PENN TOWNSEND

No. 133

PORTRAITS IN THE PEABODY MUSEUM

Mary (Greenleaf) Richardson. She died 6 July 1824, and on 10 July 1827 he married Sarah (Cheever) Beckford, the widow of Captain Jonathan Beckford and daughter of Samuel and Sally (Ring) Cheever. Captain Townsend died 30 June 1846, at Salem, and was survived by his wife, who died on 21 November 1853, also at Salem.

[See *Salem Vit. Rec.* (printed), II, 356, III, 391, VI, 278; *Salem City Hall Rec.*, VI, 107; *E. I. H. C.*, II (1860), 60, XIX (1882), 295; *Salem Ship Reg.*, 6, 13, 42, 55, 63, 82, 97, 115, 135, 176, 183, 184, 197; *Laws S. M. S.* (1914), 142; Perley, III, 355; Osgood-Batchelder, 195; Bentley, *Diary*, IV, 89, 295, 306; Felt, *Annals of Salem*, II, 337; Maclay, *History of American Privateers*, 416.]

135. THOMAS TREFRY, 1794-1846. Oil by unknown artist. Canvas, 29 in. x 24 in. Waist length figure, head three-quarters to right, eyes front. Dark complexion, brown hair brushed towards face. Black stock, frilled shirt, high cut waistcoat, dark coat, folded arms. Edge of chair shows at lower right corner. Seascape background. M 3812. Neg. 3862.

Purchase, 1932.

Thomas Trefry, mariner, was baptised at Marblehead 19 October 1794, probably the son of William and Mary (Thompson) Trefry. He married 29 August 1824 Sarah Procter, baptised 24 May 1801, the daughter of William and Deborah (Goss) Procter. They were the parents of seven children born at Marblehead. On 9 June 1830 Thomas Trefry sailed as mate on the eleventh voyage of the schooner *Combine*, Knott Martin, master, which took a cargo of fish from Boston to Cape Haytien and returned with coffee. In 1836 and 1837 he commanded the schooner *Splendid*, a Maine built vessel of 98 tons, running from Boston to Aux Cayes with pork and fish and laden on the return voyage with coffee and logwood. In 1837 Captain Trefry also commanded the schooner *Echo* on a voyage from Marblehead with beets, candles, potatoes, fish and soap, shipped by Ephraim Brown to E. Labastille & Company at Aux Cayes. In 1841 and 1842 Captain Trefry

PORTRAITS IN THE PEABODY MUSEUM

made several voyages to Aux Cayes with lard, fish, soap, etc. as master of the schooner *Alciope*, returning with coffee and "granadella wood" consigned to John L. Gardner, a Boston merchant. According to news received at Marblehead on 18 February 1846 Captain Trefry was drowned from the schooner *Good Exchange*. His wife survived him and was alive as late as 1868.

[See *Marblehead Vit. Rec.* (printed), I, 418, 519, II, 433, 688; Bradlee, *Marblehead Foreign Commerce*, 146, 148; Lindsey, *Old Marblehead Sea Captains*, 124; *Timothy Williams' Marine Notes*, typed manuscript at Essex Institute, 34; Information at Peabody Museum.]

136. BENJAMIN UPTON, 1786-1853. Oil by unknown artist. Canvas, 27½ in. x 21 in. Waist length figure, head three-quarters to right and tilted back. Dark brown hair and short side whiskers, hair brushed down on forehead. High collar, white stock tied in bow knot, frilled shirt front, dark high collared coat, right hand in coat opening. Dark gray background. M 3429.

Gift of Charles Upton, 1929.

Benjamin Upton, shipmaster and merchant, was born in Salem 17 January 1786, the son of Paul Upton and his first wife, Rebecca (Pierce) Upton. His seafaring life was always one of adventure and his voyages were made to many foreign ports, especially to those in South America. In 1808 he sailed to Gottenburg in the schooner *Saucy Jack* of which he was part owner, bringing home a cargo of glass consigned to Timothy Wellman, Jr. During the first part of the War of 1812, he was part owner of the schooner *Fame*. She was a pink stern fishing boat commissioned as a privateer which brought into Salem the first prize of the war. In 1812 Captain Upton commanded the privateer *Montgomery* during her severe engagement with the British packet *Surinam*. Although Captain Upton had a crew of but eighty-nine men and twelve guns against the *Surinam's* larger complement of seamen and twenty guns, he prevented the *Surinam's* men from boarding his vessel. In the course of this battle he was severely wounded. Captain Upton was one of a patriotic band of

PORTRAITS IN THE PEABODY MUSEUM

Salem shipmasters who manned the *Henry* which brought the bodies of Captains Lawrence and Ludlow to Salem in 1813 after the historic battle between the *Chesapeake* and the *Shannon*. The ship registers of Salem record him as master of the brigs *Echo*, *Nancy* and *Phebe*, the ships *Mary and Eliza* and *Warrington*, also the schooner *Cyrus*, bringing in the latter vessel a cargo of brandy, yellow ochre and prunes from Bordeaux in 1815. He was part owner of the brigs *Mermaid*, *Eagle*, *Patriot*, *Fair American* and *Ganges* and the schooner *Naumkeag*, and sole owner of the brig *Elizabeth Felton* and the schooners *Nile*, *Roxanna* and *William Brewer* from 1840 to 1851. His son Benjamin Upton, Jr., was associated with him in the ownership of some of these vessels and in a mercantile business developed after Captain Upton had retired from active life upon the sea. This son was United States Consul at Buenos Aires and lived at Para about the time his father visited South America on several voyages. Captain Upton became a member of the Salem Marine Society in 1807. He married on 4 September 1808, Priscilla Ropes, born in 1791, the daughter of Daniel and Alice (Chever) Ropes. By her he had seven children. Mrs. Upton died 6 June 1829 and on 11 October 1831 Captain Upton married Eliza Willis, born 28 April 1794, the daughter of John and Elizabeth Willis. They had three children. She died in Salem 23 February 1870, surviving her husband who died 4 November 1853.

[See *Essex Co. Prob. Rec.*, Docket 55962; *Salem Vit. Rec.* (printed), II, 251, 370, IV, 268, 411, 412, 478, VI, 292; *Salem City Hall Rec.*, VI, 107, 262; *Salem Ship Reg.*, 9, 38, 44, 45, 51, 57, 59, 68, 119, 121, 125, 126, 129, 130, 134, 141, 145, 162, 171, 195, 200; *Laws S. M. S.* (1914), 113, 145; Putnam, III, 108, IV, 128; Perley, I, 346, II, 378, 379; Osgood and Batchelder, 173, 174, 191, 194; Felt, *Annals of Salem*, II, 333, 334; Vinton, *The Upton Memorial*, 106, 107, 189-191; Upton, *Upton Family Records*, 212, 232.]

137. CHARLES UPTON, 1824-1865. Oil probably by Charles Osgood, 1849. Canvas, 29 in. x 24½ in. Half length figure, full beard, high collar, black

PORTRAITS IN THE PEABODY MUSEUM

stock, plaited shirt, black satin waistcoat, black coat. Back of red chair shows at lower right. Very dark background. M 1028.

Gift of Robert and Olive G. Upton, 1908.

Charles Upton, master mariner, was born in Salem 28 May 1824, the son of Robert and Lucy (Doyle) Upton. He married 15 December 1844 Isabelle E. Cameron of Beverly. They lived for a number of years on Winter Street in Salem and were the parents of four children. Captain Upton was a merchant as well as a shipmaster. He sailed to Buenos Aires and other South American ports on many voyages. The Upton family were largely interested in this trade and from 1847 onward Captain Upton was associated with others of his name in the ownership of the barks *Arrow*, *Edward Koppisch*, *Swallow*, *William Schroder*, *Wyman* and *Peacock*. He was master as well as part owner of the bark *Maid of Orleans* in 1847 and of the bark *Peacock* in 1853. Captain Upton died in Salem 17 February 1865 and Mrs. Upton died in Santa Clara, California, 24 January 1870 at the age of forty-four years.

[See *Salem Vit. Rec.* (printed), IV, 410, 413; *Salem City Hall Rec.*, VI, 213; *Salem Ship Reg.*, 13, 46, 112, 142, 181, 201, 202; Osgood-Batchelder, 176, 177; *Salem Directory*, 1864; Vinton, *The Upton Memorial*, 319.]

138. ROBERT UPTON, 1842-1934. Oil by Charles Osgood, 1849. Canvas, 19½ in. x 15½ in. Portrait of a small boy, head and shoulders, face slightly turned towards left, eyes front, light brown hair parted at left side. Small ruffled collar, dark jacket. Medium gray background. M 3105.

Gift of Robert Upton, 1927.

Robert Upton was born 15 January 1842, the son of George Upton, one time master of the bark *Chalcedony*, and his first wife, Harriet (Perkins) Upton. He married 17 June 1879 Lillie A. Drew, born at Concord, New Hampshire, 25 December 1846, the daughter of Curtis D. Drew, stone cutter, born in Holderness, New Hampshire, and his wife Mary A. (Brown) Drew, a native of

PORTRAITS IN THE PEABODY MUSEUM

Concord, New Hampshire. Mrs. Upton died at Concord, 10 January 1914 and Mr. Upton at Haverhill, Massachusetts, 8 November 1934, aged ninety-two years.

[See *Salem Vit. Rec.* (printed), IV, 412; *Salem Ship Reg.*, 30; *Salem Evening News*, 9 November 1934; Perley, II, 380; *Concord, N. H., State Dept. Vital Statistics*; Upton, *Upton Family Records*, 271; Vinton, *The Upton Memorial*, 318.]

139. AMERIGO VESPUCCI, 1451-1512. Oil copy by unknown artist of an earlier portrait. From the old Boston Museum Collection. Canvas, 25½ in. x 20½ in. Head and shoulders, profile faces right, shaven head. White undershirt, red vest buttoned high at neck, green round collared coat laced at neck, grey-purple outer coat opened. Rolled chart in right lower corner. Dark background. M 1909.

Gift of Edward M. Raymond, 1906.

Amerigo Vespucci, famous navigator, was born 9 March 1451 at Florence, Italy, where his father was a notary. His uncle supervised his early education and instructed him particularly in the principles of astronomy. Vespucci was a merchant as a young man, but in 1490 removed to Spain where it is said he became acquainted with Columbus. He continued his mercantile pursuits at Seville for a while, but in 1499 accompanied Ojeda the Spanish explorer to the American shores. It is admitted that he made at least four voyages to the New World but the part allegedly discovered by him was near the Equator. He was highly acclaimed at Lisbon upon his return and acquired a great reputation for his astronomical work. He died at Seville 22 February 1512.

[See *Encyclopedia Britannica*, Eleventh Edition, XXVII, 1053; Lippincott, *Pronouncing Biographical Dictionary*, 2385.]

140. BENJAMIN WALLIS, 1801-1876. Oil by unknown artist. Canvas, 20½ in. x 17 in. Head and shoulders, almost full face, dark brown hair brushed across forehead, parted on left side.

PORTRAITS IN THE PEABODY MUSEUM

Dark complexion, white collar, black stock, plaited shirt, three shirt studs, dark coat and low-cut green waistcoat. Black ribbon around neck falling over shirt front. Dark gray background. M 2041.

Gift of Mrs. Charles H. Woodbury, 1914.

Benjamin Wallis, often called Junior, was born in Beverly 12 October 1801, the son of Benjamin Wallis and his first wife Nabby (Obear) Wallis. He married at Beverly 10 April 1825 Mary Davis Cook, born 6 September 1804 at Beverly, the daughter of William and Nancy Cook. He sailed in 1822 as seaman on the third voyage of the *Leander* under Charles Roundy of Beverly, between Salem, Batavia, Canton and Singapore. Captain Wallis commanded the bark *Zotoff*, or "Old Soft Tack," as she was nicknamed by the sailors, on four voyages to the Fiji Islands to load with bêche-de-mer, which was then a profitable cargo. His wife accompanied him on the last two trips, covering the period from 1844 to 1850, and she published in Boston in 1851 a narrative of her experiences among the cannibals of those islands, entitled *Life in Feejee*. Captain Wallis was part owner in 1850 of the schooner *Thakombau*, named for a Feejee chief, and from 1858 to 1865 was part owner of the schooner *Montezuma*. He was also master and part owner of the bark *Maid of Orleans* in 1851. He died in Beverly 14 July 1876, surviving his wife who died 18 June 1865.

[See *Essex Co. Prob. Rec.*, Dockets 56207, 56209; *Beverly Vit. Rec.* (printed), I, 87, 351, II, 71, 323; *Beverly City Hall Rec.*; *Salem Ship Reg.*, 112, 125, 183, 203; *Salem Gazette*, 18 July 1876; Putnam, I, 115, IV, 161-163; Osgood-Batchelder, 170; Wallis, *Life in Feejee*.]

141. ANDREW WARD, 1793-1860. Oil by Charles Osgood, 1846. Canvas, 29½ in. x 24½ in. Half length figure, full face, iron gray hair parted on left, short side whiskers. Turned down collar, black stock and coat, black satin waistcoat. Left arm and hand rest on arm of red chair. M 2095.

Deposited by Family through C. A. Spence, 1913.

Andrew Ward, merchant and master mariner, was born

PORTRAITS IN THE PEABODY MUSEUM

29 October 1793, the son of Andrew and Martha (Babage) Ward. He was one of the best known of Salem's sea captains, and made many voyages to South America, Zanzibar, Ceylon, Bombay and ports on the Red Sea. He married 11 July 1819 Abigail Richardson Abbott, born 9 January 1796 at Hollis, New Hampshire, the daughter of Benjamin and Sarah (Wright) Abbott, who were residents of Hollis. In 1824 Andrew Ward was master of the brig *Pioneer* during a voyage to South America. A few years later he commanded the three-masted schooner *Spy*, which arrived at Salem 11 August 1827 with a cargo consigned to N. L. Rogers and Brothers, the first vessel to enter at Salem from Zanzibar. In 1832 he was master and part owner of the ship *Shepardess*. In 1837 he commanded the brig *Waverly*, and for several years from 1839 he was part owner as well as master of the ship, later altered to bark, *Brenda*. In March 1844 he entered at Salem from Zanzibar in command of the *Brenda* with a cargo of dates and other merchandise consigned to Michael Shepard. During the forties and fifties Captain Ward was part owner of the brigs *Ratler* and *Potomac* and the barks *Tom Corwin*, *Said bin Sultan*, *Eben Dodge*, *Elizabeth Hall*, *Emily Wilder*, *Iosco* and *Peacock*. He joined the East India Marine Society in September 1830 and the Salem Marine Society in October 1846. Captain and Mrs. Ward lived for many years at 123 Federal Street, Salem. He died 2 August 1860 and she on 30 March 1877.

[See *Salem Vit. Rec.* (printed), II, 388, IV, 432; *Salem City Hall Rec.*, VI, 168, XV, 41; *E. I. H. C.*, V (1863), 211, 215; *Salem Ship Reg.*, 24, 44, 51, 52, 78, 92, 132, 142, 146, 150, 154, 163, 173, 175, 186, 197; *History E. I. M. S.*, 63; *Laws S. M. S.* (1914), 150; Putnam, IV, 31; Perley, II, 106; Osgood-Batchelder, 163, 165, 180; Abbott, *Register of the Abbott Family*, 65; Cooke, *The Driver Family*, 239, 240; Worcester, *History of Hollis, New Hampshire*, 304.]

142. WILLIAM RAYMOND LEE WARD, 1811-1897. Oil by unknown artist. Canvas, 24¾ in. x 19¾ in. Head and shoulders of elderly man, three-quar-

PORTRAITS IN THE PEABODY MUSEUM

ters to right, eyes look towards right. Fair hair, slightly bald, full beard and moustache, high white collar, small black bow tie, double-breasted black coat. Warm gray background. M 358.

Gift of Raymond Lee Ward, 1889.

William Raymond Lee Ward, merchant, was born in Salem 6 August 1811, the son of Samuel Curwen Ward and his second wife, Malvina Tabitha (Glover) Ward. Mr. Ward's youth was spent in Salem where he attended the public schools. He worked first in the counting room of Joseph White, after whose death he continued with Stephen White, a nephew. During this latter connection, he made several voyages to the West Indies. He finally removed from Salem to New York and there engaged in various enterprises as a broker and merchant, also making business connections in Maryland, Buffalo and Washington. He married at Buffalo 31 December 1839, Sophia Ann Langdon, the daughter of John and Charlotte (Ladd) Langdon of Portsmouth, New Hampshire. They were the parents of two sons and a daughter. Mrs. Ward died at Salem 4 February 1855 at the age of thirty-seven years. Mr. Ward's second wife, whom he married in New York 9 December 1856, was Mrs. Eliza (Symmes) Thorne, widow of John Thorne of Brooklyn, New York, and the daughter of Andrew Elliott and Elizabeth (Coffin) Symmes. During his residence in Massachusetts Mr. Ward was one of the promoters of the Beverly Gas Company and of the Salem and South Danvers Railroad. He was a member of the Salem Zouaves and assisted in the movement to save the *Constitution*. He rose to the rank of Major before the close of the Civil War and at the time of his death was the oldest member of the Salem Light Infantry as well as of the East India Marine Society, which he had joined in 1834. He died in New York City 23 December 1897.

[See *Salem Vit. Rec.* (printed), II, 393, IV, 435, VI, 305; *Nantucket Vit. Rec.* (printed), III, 263; *E. I. H. C.*, V (1863), 213, LXXII (1936), 301, 302; *History E. I. M. S.*, 63; *Salem Register*, 8 February 1855; *Salem Evening News*, 27 December 1897; Ladd, *The Ladd Family*, 49.]

PORTRAITS IN THE PEABODY MUSEUM

143. ABIEL WARDWELL, 1771-1821. Oil by unknown artist. Canvas, 25 in. x 21 in. Waist length figure, three-quarters to right, eyes front, dark hair brushed back from forehead. High white collar, black stock, plaited shirt, large circular shirt pin. Dark coat and waistcoat, dividers in right hand, chart in lower right corner of picture. M 3076.

Purchase, 1926.

Abiel Wardwell, master mariner, was born in Andover 25 August 1771, the son of Solomon and Bethiah (Holt) Wardwell. He married 28 April 1800 Hannah Elledge, who died 18 October 1805 at the age of twenty-six years. His second wife, whom he married 20 January 1811, was Esther Andrews. She was baptised in Boxford 21 December 1777, the daughter of Jacob and Mary (Holt) Andrews, who had previously been married to Jacob's brother, Nathaniel Andrews. Abiel Wardwell was at one time master of the 108-ton schooner *Betsey*, built at Salem in 1792 and altered to a brig in 1799. In 1810 and 1811 he is recorded as commanding Nathaniel West's brig *Astrea*, in 1818 the brig *Eunice* and in 1819 the brig *Brittania*. Captain Wardwell died at Charleston, South Carolina, in 1821, leaving his wife and two minor children. Mrs. Wardwell remained in Salem, living for a time on Central Street and later in Phelps Court. She died in Salem 5 June 1861.

[See *Essex Co. Prob. Rec.*, Docket 28932; *Salem Vit. Rec.* (printed), IV, 436, VI, 309; *Andover Vit. Rec.* (printed), I, 373; *Boxford Vit. Rec.* (printed), 8; *Salem City Hall Rec.*, VI, 175; *Salem Ship Reg.*, 14, 19, 24, 55; *Salem Directories*, 1837-1859; Durrie, *Holt Family*, 34, 35; Log of the brig *Eunice* at Essex Institute.]

144. GEORGE WASHINGTON, 1732-1799. Oil on glass after Gilbert Stuart. Dimensions, 19 in. x 17 in. Head and shoulders, face slightly to right, long gray hair tied in queue, blue eyes, ruddy complexion, straight mouth. High white stock with frill, dark blue coat, white collar. Dark gray background. M 4062.

Gift of Essex Institute, 1934.

PORTRAITS IN THE PEABODY MUSEUM

George Washington, first President of the United States, was a native of Virginia, born 22 February 1732 at Bridges' Creek, the son of Augustine and Mary (Ball) Washington. He married 6 January 1759 Martha (Dandridge) Custis, widow of John Parke Custis and daughter of John Dandridge. He died 14 December 1799 at his home "Mount Vernon" in Virginia, and Mrs. Washington died 22 May 1802.

[See Lippincott, *Biographical Dictionary*, 2431; Drake, *Dictionary of American Biography*, 959; Appleton, *Cyclopedia of American Biography*, IV, 383.]

145. PENN TOWNSEND WATERS, 1829-1852. Oil by unknown artist. Canvas, 17½ in. x 12¼ in. Full length figure, eyes and face nearly front, thick, curling dark hair worn full over ears. High white collar, stud in shirt, black stock, dark brown coat and waistcoat, gray blue trousers. Right hand holds cane, brown pillar and globe at right. Rocks and seascape with vessels and sky in background. M 4377.

Gift of William Crowninshield Waters, 1937.

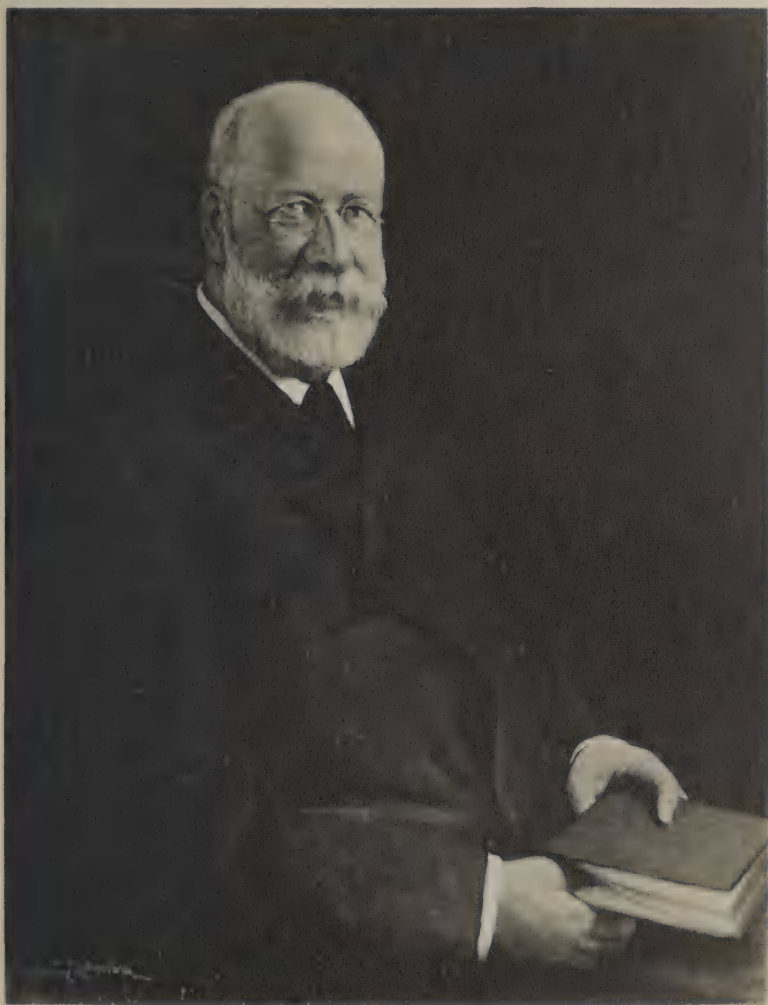
Penn Townsend Waters, mariner, the son of Joseph Gilbert and Eliza Greenleaf (Townsend) Waters, was born 28 March 1829 and baptized in Salem 26 April 1833. He was a sailor, and was lost at sea in 1852.

[See *Salem Vit. Rec.* (printed), II, 398, IV, 440; *E. I. H. C.*, XIX (1882), 296; *Essex Co. Genealogies*, manuscript at Essex Institute, 145.]

146. CHARLES GODDARD WELD, 1857-1911. Oil by Fred G. Quimby, 1918. Canvas, 39½ in. x 29¼ in. Three-quarters length seated figure facing right, eyes front, gray beard and hair, wears spectacles. Dark gray double-breasted suit. Holds book in hand. Dark background. M 2285. Neg. 408. Plate XXX.

Gift of Mrs. Charles Goddard Weld, 1918

Charles Goddard Weld was born at Brookline, Massachusetts, 20 August 1857, the son of William Gordon and Caroline Langdon (Goddard) Weld. He was admitted to Harvard College with the Class of 1879, but left in



CHARLES GODDARD WELD

No. 146

PORTRAITS IN THE PEABODY MUSEUM

1876 and entered the Harvard Medical School, where he studied for the next three years, receiving the degree of M. D. in 1881. After leaving the Medical School he did surgical work at the Massachusetts General and the Carney Hospitals in Boston, and for a few years was in charge of the Chambers Street Hospital in New York. Retiring early from active practice, Dr. Weld travelled extensively and became deeply interested in the art and culture of Japan. This interest led to many generous gifts to the Peabody Museum of Salem, including an enormous number of ethnological objects and, in 1906, the building of Weld Hall, primarily designed to give adequate space for the exhibition of the Museum's Japanese collections. Dr. Weld was also a keen sportsman. He was married 11 April 1900 to Hannah Putnam Train of Duxbury, the daughter of William Graham and Mary Elizabeth Train. He died at his home in Brookline 18 June 1911 after a brief illness.

[See *Class of 1879 Harvard College, Secretary's Report No. VIII* (1914), 407-408; *Boston Transcript*, 19 June 1911; *Salem Evening News*, 20 June, 17 July 1911.]

147. ADAM WELLMAN, 1744-1786. Oval miniature by unknown artist. Dimensions, $2\frac{3}{8}$ in. x $1\frac{7}{8}$ in. Half length figure of young man, head turned slightly to right, light hair, fair complexion. White stock tied in bow knot, deep orange waistcoat with narrow black stripes, dark blue coat with brass buttons. Seascape background with headland and lighthouse to left, vessel to right. Two figures in row boat in middle distance. M 3142. Neg. 5001. Plate XXXII.

Bequest of Miss Mary A. Kimball, 1927.

Adam Wellman, shipmaster and Revolutionary soldier, was born in Salem about 1744, probably the son of Timothy and Rebecca (Scarlett) Wellman. He lived during his youth in Becket's Lane in Salem. In 1767 and 1768 he was sailing as master of the schooner *Thomas* to the West Indies and Dominico. He married at Salem 6 December 1767 Margaret Lambert, born in Salem about

PORTRAITS IN THE PEABODY MUSEUM

1747, the daughter of Jonathan and Lydia (Randall) Lambert. She died of smallpox in October 1773. His second wife, whom he married at Hampton Falls, New Hampshire, 6 February 1776, was Mercey (Mascoll) Stevens, the widow of Thomas Stevens and daughter of Joseph and Ruth Mascoll of Salem. She was born about 1738 and died in Salem 20 April 1828. During the Revolution he served as Lieutenant in the schooner *Success*, a privateer owned by Jonathan Peele, Jr. and others of Salem. From 1780 to 1782 Captain Wellman commanded the privateer brigantines *Rover* and *Hasket and John*, and the privateer schooner *Jackall*. On 29 December 1786 the news was received in Salem that he had died of fever while abroad.

[See *Essex Co. Prob. Rec.*, Docket 29260; *Salem Vit. Rec.* (printed), II, 347, 449, VI, 319, 320; *Early Shipping*, 182; *Massachusetts Soldiers and Sailors in the Revolutionary War*, XVI, 831, 853; *Massachusetts Census* (1790), 98; Allen, *Massachusetts Privateers in the Revolution*, 167, 191, 268; Wellman, *Descendants of Thomas Wellman*, 104, 168.]

148. TIMOTHY WELLMAN, 1776-1823. Oval pastel by unknown artist. Dimensions, $13\frac{3}{4}$ in. x 11 in. Portrait of young man, three-quarters to left, eyes slightly to left, thick reddish brown hair, white stock and waistcoat, blue coat, velvet collar, warm gray background. M 3140. Neg. 5167.
Bequest of Miss Mary A. Kimball, 1927.

149. TIMOTHY WELLMAN, 1776-1823. Oval miniature painted at Cronstadt, 1803. Dimensions, $2\frac{1}{8}$ in. x $3\frac{1}{4}$ in. Head and shoulders of young man, three-quarters to left, eyes front, swarthy complexion, brown hair brushed back. Short side whiskers, white stock, double-breasted white waistcoat, double-breasted blue coat with velvet collar. Stippled medium gray background. M 3141. Neg. 2246. Plate XXXII.

Bequest of Miss Mary A. Kimball, 1927.

Timothy Wellman, master mariner, was born at Salem

PORTRAITS IN THE PEABODY MUSEUM

12 September 1776, the son of Captain Adam Wellman and his second wife, Mercy (Mascoll) Stevens Wellman, widow of Thomas Stevens and daughter of Joseph and Ruth Mascoll. He married at Salem 28 January 1800, Abigail Browne, born at Salem 13 April 1775, the daughter of Nathaniel and Anna (Messervey) Browne. They lived on Derby Street, Salem, and were the parents of five children. Captain Wellman joined the Salem Marine Society 26 November 1796 and the East India Marine Society in November 1803. He engaged in privateering during the War of 1812 and commanded the ship *Alexander*. His commission on this vessel, dated 3 October 1812, is at the Peabody Museum. After the war Captain Wellman was in the merchant marine service until 1823, when he sold his ship abroad and sailed for home with Captain Cheever of Salem. They were lost at sea, and, as no news was ever reported from the ship or men, they were given up for dead early in 1824. Captain Wellman's estate was administered upon by his son Adam and was of considerable value. Mrs. Wellman survived him, and died 17 January 1860. She was then living on Essex Street in Salem.

[See *Essex Co. Prob. Rec.*, Docket 29281; *Salem Vit. Rec.* (printed), II, 408, IV, 450, VI, 321; *Salem Ship Reg.*, 6; *History E. I. M. S.*, 57; *Laws S. M. S.* (1914), 141; *Salem Gazette*, 20 January, 1860; *Salem Directory*, 1859; Wellman, *Descendants of Thomas Wellman*, 242; Information at Peabody Museum.]

150. NATHANIEL WEST, 1756-1851. Oil by Charles Robert Leslie. Canvas, 35 in. x 27 in. Half length seated figure of elderly man, head three-quarters to left, eyes looking up, head tilted slightly to left. Gray hair, short side whiskers, ruddy complexion, white stock and ruffled shirt. High cut satin waistcoat, double-breasted black coat. Holds letter in left hand, arm rests on arm of chair. Brown background. M 367. Neg. 5168. Plate XXXI.

Gift of Salem Marine Society, 1889.

Nathaniel West, master mariner, Revolutionary soldier

PORTRAITS IN THE PEABODY MUSEUM

and distinguished Salem merchant, was born in Salem 31 January 1756, the son of William and Mary (Beckford) West. As early as 1775 he commanded a merchant vessel in the West India trade, but his ship was unfortunately captured by a British frigate and he was compelled to serve as a midshipman. He escaped in London and managing somehow to get to Lisbon, embarked for home in the *Oliver Cromwell*, a Salem privateer, in which he afterwards made several cruises. He married 23 May 1783 Elizabeth Derby, born 29 September 1762, the daughter of Elias Hasket and Elizabeth (Crowninshield) Derby. She died in Danvers 9 March 1814. They had six children. His second wife, whom he married at Andover 25 June 1816, was Julia Houghton, a widow. They made their home at 9 Summer Street, Salem. She died 11 March 1844 at the age of sixty-six years. Captain West had an adventurous career upon the sea during the Revolution. He was associated with Captain Haraden in a number of encounters with the British and in 1778 and 1779 was commander of the privateers *Black Hawk* and *Three Sisters*. In 1781 the ships *Marquis* and *Junius*, also in the privateering service were commanded by him. While in command of the Derby owned ship *Astrea*, he brought to Salem the first news of the close of the War. Subsequently Captain West established commercial relations with China and the East Indies, and in 1792 built the schooner *Patty*, which, under the command of his brother Edward, was the first American vessel to enter the port of Batavia. Captain West's ship *Prudent* traded with the Dutch Spice Islands and his ship *Minerva* was said to be the first vessel from Salem to make a voyage around the world. He also owned the ship *Hercules* of 290 tons, which was built at Haverhill in 1805. Captain West was an imposing figure as he walked the streets of Salem, a gentleman of the old school in manners and dress. He practised frugality and untiring industry for a lifetime, often saying: "Without these none can be rich, and with these few would be poor." He died in Salem 19 December 1851, a veteran of ninety-six years, making in his will generous provision for the Salem Marine Society of which he became a member in 1780.



NATHANIEL WEST

No. 150

PORTRAITS IN THE PEABODY MUSEUM

[See *Salem Vit. Rec.* (printed), II, 412, IV, 455, VI, 324; *Andover Vit. Rec.* (printed), II, 344; *E. I. H. C.*, III (1861), 203, IV (1862), 135; *Laws S. M. S.* (1914), 104, 138; Allen, *Massachusetts Privateers of the Revolution*, 84, 195, 215, 232, 302.]

151. RICHARD WHEATLAND, 1762-1830. Oil copy from an original portrait in the possession of Richard Wheatland. Canvas, 23½ in. x 18 in. Head and shoulders, almost full face, eyes front, dark hair, short side whiskers, pale complexion. White stock and waistcoat, dark coat buttoned up. Gray background. M 1751. Neg. 3241.

Gift of George Wheatland, Jr., 1913.

Richard Wheatland was born 20 October 1762 at Wareham, County Dorset, England, the son of Peter and Bridget (Foxcroft) Wheatland. He lived in London as a boy and later spent three years in the British Navy, being stationed principally in the West Indies. He came to Salem in 1784, where he became a shipmaster and eventually a merchant. His first wife, whom he married 28 December 1787, was Margaret, daughter of Captain William Silver. She died 13 June 1789 at the age of twenty-six years. He married 29 October 1796 Martha Goodhue, born 2 February 1770, the daughter of Stephen and Martha (Prescott) Goodhue. She died in Salem 10 August 1826. One of their sons was Dr. Henry Wheatland, one time President of the Essex Institute. In 1794 and 1795 Captain Wheatland commanded the brig *Vigilant* on a voyage to Cork and Cadiz and while still master of this vessel he entered at Salem in 1798 with a pioneer cargo from Archangel, Russia. On 1 January 1799 Captain Wheatland wrote to his owners that while in the brig *Perseverance*, after a trip to Havana, he was boarded by the British frigate *Romilla*, but was allowed to proceed. He was subsequently chased in the Straits of Bahama by a French privateer which finally caught up with him. The two vessels then engaged in a terrific battle in which the *Perseverance* came out victorious with little damage. The French schooner was hard hit. Captain Wheatland actively followed the sea until about 1800, at

PORTRAITS IN THE PEABODY MUSEUM

which time he joined the East India Marine Society and engaged in mercantile business in Salem. He became part owner of the ships *Argonaut*, *Eliza*, *Endeavour* and *Louisa*, the brigs *Augusta* and *Moses* and the schooner *Rising States*. He died at Salem 18 March 1830.

[See *Salem Vit. Rec.* (printed), IV, 457, VI, 325; *E. I. H. C.*, XXX (1893), 127, 128; *Salem Ship Reg.*, 12, 14, 48, 52, 108, 126, 143, 157, 194; *History E. I. M. S.*, 55; Putnam, I, 140; Osgood-Batchelder, 138; Felt, *Annals of Salem*, II, 309; Goodhue, *The Goodhue Family*, 55; *N. E. Hist. and Gen. Reg.*, XLVIII (1894), 226, 227; Hurd, *History of Essex County*, II (1888), 68; Journal of brig *Vigilant* at Essex Institute.]

152. GEORGE F. WHITE, [?]-1858. Oil at 21 years, painted by unknown artist. Canvas, 23½ in. x 19 in. Head and shoulders, head slightly to right. Reddish-brown hair, curling on forehead, blue eyes, ruddy complexion. Turned-down collar, wide black bow tie, small gold anchor and chain worn as shirt pin. Black satin waistcoat, black coat with velvet collar. Dark background. M 1472.

Gift of Family about 1903.

George F. White, sea captain, was the son of Haffield (or Haffel) White and his wife, Rhoda (Fears) White. Haffield White was a native of Copenhagen, Denmark, who emigrated to America and settled at Salem, where he is recorded as master and part owner of the sloop *Alice* in 1793. He was lost overboard from the brig *Standard* near the North Carolina coast in 1825. George F. White, inheriting his father's love for the sea, sailed on several voyages when very young and in 1849 was commander of the Salem bark *Pilot*, owned by Benjamin West and others. During the remainder of his seafaring life he was in the employ of Boston and New York merchants and made for them many voyages to Zanzibar and other foreign ports. His wife, whom he married 1 December 1844 in Salem, was Mary E. Ballard, the daughter of James and Eliza Cotton (Archer) Ballard. Her family name was originally Bullock, but it was changed

PORTRAITS IN THE PEABODY MUSEUM

to Ballard by Act of the Legislature in 1830. Captain and Mrs. White made their home in South Salem, where he died in July 1858, survived by his wife, who died 28 April 1874. Their only son, George F. White, called George Merwanjee White, was a well-known artist, particularly interested in the preservation of Salem landmarks and buildings. He lived for some time abroad, but returned to Salem and died there in 1915.

[See *Essex Co. Prob. Rec.*, Docket 56969; *Salem Vit. Rec.* (printed), I, 45, III, 163, 460, VI, 327, 328; *Salem City Hall Rec.*, XV, 4; *Salem Ship Reg.*, 7, 146; *Salem Evening News*, 23 March 1915; Salem Directories, 1846-1874; Putnam, III, 84; Felt, *Annals of Salem*, II, 351; *Names Changed in Massachusetts*, 1780-1892, 60.]

153. HENRY TRASK WHITTREDGE, 1794-1830. Oil by unknown artist. Canvas, 30½ in. x 25 in. Seated figure, facing left, eyes front, curling brown hair, short side whiskers. White stock tied in bow knot, double-breasted coat with brass buttons, left arm rests on back of wooden chair, right hand concealed in coat. Seal, etc., as fob ornaments. Dark blue-gray background. M 438.

Gift of William Crowninshield Waters, 1900.

Henry Trask Whittredge, mariner and merchant, was born 29 December 1794, the son of Captain Thomas and Sarah Whittredge. He married in June 1816 Ruth Putnam Webb, baptized in August 1794, the daughter of Stephen Webb. On 7 September 1819 he joined Essex Lodge A. F. & A. M. in Salem, and in February 1823, he became a member of the East India Marine Society. He is recorded as master of the 173-ton Danvers built brig *Edward* in 1816, and as part owner and master of the brig *Henry* in 1823. He also engaged in mercantile business in Salem for a short period but died 1 September 1830, leaving his wife and two minor children. Mrs. Whittredge died in Salem about 24 August 1838.

[See *Essex Co. Prob. Rec.*, Docket 29760; *Salem Vit. Rec.* (printed), II, 404, 423, VI, 331; *E. I. H. C.*, III (1861), 214, XVI (1879), 225; *Salem Ship Reg.*, 45, 83; *History E. I. M. S.*, 60; also references for Thomas Cook Whittredge.]

PORTRAITS IN THE PEABODY MUSEUM

154. THOMAS COOK WHITTREDGE, 1799-1854. Oval oil by unknown artist. Canvas, 30½ in. x 25 in. Head and shoulders, eyes front, light brown hair and blue eyes. Straight mouth and aquiline nose. Black coat and waistcoat, high white collar, white shirt and black stock. Dull brownish-gray background. M 4343.

Gift of East India Marine Society, 1936.

Thomas Cook Whittredge, shipmaster, was born in Salem 27 May 1799, the son of Captain Thomas and Sarah Whittredge. His father was a shipmaster and merchant who owned considerable real estate in Salem and Danvers. The son obtained his early education in the Salem public schools and was graduated from Harvard College in 1818. He married 7 May 1827 Susan Louisa, the daughter of John and Susan Mead. In 1824 he was sailing as master of the brig *Edward* to Rio de Janeiro, Bahia and Maranhão, with cargoes consigned to his father, who owned the vessel. He was admitted to Essex Lodge A. F. & A. M. in Salem 7 September 1824, and joined the Salem Marine Society in 1833. He gave up active life at sea before 1851 and died at Salem 26 January 1854. Mrs. Whittredge died 10 April 1859, aged fifty-five years. They lived on Federal Street and were the parents of eight children.

[See *Essex Co. Prob. Rec.*, Dockets 2977, 29782; *Salem Vit. Rec.* (printed), II, 423, IV, 465; *Salem City Hall Rec.*, VI, 109, 156; *E. I. H. C.*, III (1861), 254, XVI (1879), 225; *Laws S. M. S.* (1914), 147; *Salem Register*, 14 April 1859; *Salem Gazette*, 27 January 1854; *Salem Directory*, 1851; *Osgood-Batchelder*, 178, 180; *Neal, Neal Record*, 29; *New Eng. Hist. and Gen. Reg.*, V (1851), 156; *Sea Journals of Capt. Thomas C. Whittredge at Essex Institute.*]

155. ISRAEL PORTER WILLIAMS, 1804-1891. Oil by unknown artist. Canvas, 23¾ in. x 18½ in. Head and shoulders, brown eyes nearly front, reddish hair, short side whiskers. Dark blue coat with high rolling collar, white waistcoat, white shirt, black stock. Gray-blue background. M 4139. Neg. 4003.

Gift of Heirs of Elizabeth Williams, 1935.

PORTRAITS IN THE PEABODY MUSEUM

Israel Porter Williams, mariner, the son of Captain Israel Williams and his wife, Elizabeth Lydia (Wait) Williams, was born at Salem 3 February 1804. He was a sailor as a young man, and his sea journal, kept in 1836-1837, records him as master of the ship *George Cabot*, sailing from Boston to Sumatra. After a few voyages he left the sea and lived for a time in Salem. He seems to have been associated with Samuel G. Rea of Salem in 1828, as with him he was then granted a patent for the invention of a "pump box." In early middle life he was engaged as a wharfinger at Lombard's Wharf in East Boston, and in 1867 was appointed Station Master and Ticket Agent at Chelsea for the Eastern Railroad. He kept this position until 1880, when he retired, but continued to live in Chelsea, where he died, unmarried, at his home on Heard Street, 12 December 1891. He was a brother of Henry L. Williams, one-time Mayor of Salem.

[See *Suffolk Co. Prob. Rec.*, Docket 88893; *Salem Vit. Rec.* (printed), II, 432, VI, 139; *Salem City Hall Rec.*, VI, 139, XVIII, 58; *E. I. H. C.*, IV (1862), 76, 138; *Boston Transcript*, 15 December 1891; *Salem Register*, 16 December 1891; Perley, I, 280; Osgood-Batchelder, 60, 61; Felt, *Annals of Salem*, II, 188; Sea Journal of Capt. I. P. Williams at Essex Institute.]

156. FRANCIS AUGUSTUS WINN, 1812-1837. Oil by unknown artist. Canvas, 25 in. x 21 in. Head and shoulders of young man, three-quarters to right, eyes front. Light brown hair parted in center, short side whiskers. High white collar, large black stock, shirt pin, low-cut dark waistcoat, dark blue coat. Dark red curtain and columns show in background. M 361.

Gift of Family, 1903.

Francis Augustus Winn was born in Salem 17 November 1812, the son of Joseph R. and Hannah (Dove) Winn. He married about 30 May 1835 Mehitabel A. Hill, born 1 February 1812, the daughter of Richard and Lydia (Andrews) Hill. He appears in an 1830 crew list of the famous ship *George*, and probably made voy-

PORTRAITS IN THE PEABODY MUSEUM

ages in other vessels for a few years. He died 5 August 1837, and Mrs. Winn 30 October 1880.

[See *Salem Vit. Rec.* (printed), I, 433, II, 437, III, 499, IV, 482, VI, 340; *Salem City Hall Rec.*, XV, 82; *Salem Gazette*, 2 November 1880; Salem Directories, 1837, 1851; Putnam, II, 24.]



a



b



c



d

- | | | |
|----|--------------------|---------|
| a. | JOHN FISK ALLEN | No. 4 |
| b. | ADDISON RICHARDSON | No. 103 |
| c. | ADAM WELLMAN | No. 147 |
| d. | TIMOTHY WELLMAN | No. 149 |

Addenda

157. NEHEMIAH W. BUTMAN, 1794-1826. Oval miniature by E. Toci. Dimensions, $1\frac{1}{3}$ in. x $1\frac{1}{4}$ in. Head and shoulders, head turned slightly to right, eyes front, dark hair brushed over forehead, short side whiskers, pale complexion. Stock tied in bow knot, frilled shirt, figured white waistcoat, dark blue coat with brass buttons. Medium gray background. M 3700. Neg. 3682.

Purchase, 1931.

Nehemiah W. Butman, mariner, was born about 1794, but it has proved impossible to determine the exact date of his birth or the names of his parents. In 1817 he was first officer of the brig *Alice* of Beverly, bound for the West Indies. In the following year he made two more voyages to the West Indies as first officer of the brig *George Washington*, and in December 1818 appeared in the crew list of the brig *Brittania* of Salem, bound for the Pacific, as second officer. In June 1819 Mr. Butman was listed as first officer of the schooner *Barstow* to the West Indies, but he next made three voyages to the East, in 1820, as first officer of the brig *Jane*, and in 1821 and 1823 as first officer of the ship *Two Brothers*. On 3 March 1823 he married in Salem Mary N. Morong. In 1824 he sailed to Gibraltar as first officer of the ship *Restitution*, and in September 1825 as second mate of the schooner *Ceres*, George Gale master, for South America and India. Returning to Salem, he again sailed in the same vessel on 13 February 1826 for Brazil and India. This was his last voyage, for the *Ceres* was never heard from. Lost with Mr. Butman were George Gale, master, and five seamen, nearly all of Salem. The *Ceres* was a Hingham-built schooner, owned by Franklin H. Story and William Fettyplace. Mrs. Butman married 11 August 1834 David Lewis of Woburn. She was Mr. Lewis' second wife, and by him had two children, Mary Elizabeth Lewis, born in 1836 and Edward Augustus Lewis, born in 1838, both at Woburn.

PORTRAITS IN THE PEABODY MUSEUM

[See *Salem Vit. Rec.* (printed), III, 174, V, 130; *Woburn Vit. Rec.* (printed), *Book of marriages and of births*, 113, 151; *Salem City Hall Rec.*, Book A, 184; *Salem Ship Reg.*, 30; Crew Lists of the *Alice*, *George Washington*, *Brittania*, *Barstow*, *Two Brothers*, *Restitution* and *Ceres* in Salem Customs Records at Essex Institute.]

158. GEORGE ARNOLD COLE, 1809-1879. Miniature by unknown artist. Dimensions, 3 in. x 2 $\frac{3}{8}$ in. Half-length seated figure of young man, facing right. Brown hair, blue eyes, reddish sideburns. Black coat, low-cut white waistcoat, white shirt and high black stock. M 4593.

Bequest of Miss Delia D. Cole, 1938.

For the biography of Captain Cole, who was previously represented in the collection by another miniature (no. 32) and by an oil portrait (no. 33), see pages 28-29 of this catalogue.

159. JAMES DEVEREUX, 1806-1831. Oil by unknown artist. Canvas, 21 in. x 17 in. Head and shoulders of young man, facing left. Curling red hair, ruddy complexion, eyes front. Deep maroon coat, white high-cut waistcoat, pleated shirt with cameo pin or stud in bosom, white stock. M 4562.

Gift of William Crowninshield Waters, 1937.

James Devereux was baptised at Salem in January 1806. He was the son of Captain James Devereux, a native of Ireland, who was master of the ship *Franklin*, the first American vessel to visit Japan, and Sally Crowninshield, his wife. No record of the younger Devereux's early career at sea has been found, but an item in the *Essex Register* of Thursday, 17 November 1831, states: "A letter received in this town from St. Helena (by arrival at New Bedford) says—The brig *Osprey* is in port to sail this evening, 21st September, for Salem. James Devereux, supercargo, died at Zanzibar 20th June. Three of her crew, viz. P. Benson, C. Moses and J. Larabee, died at Mocha in November last."

[See *Salem Vit. Rec.* (printed), I, 247, V, 207; *Essex Register*, 17 November 1831; Information at Peabody Museum.]

PORTRAITS IN THE PEABODY MUSEUM

160. CHARLES WARD FARRINGTON, 1810-1869. Oval miniature by unknown artist. Dimensions, 2¾ in. x 2 in. Head and shoulders three-quarters to right, eyes front, fair hair parted on right side and brushed across head. High collar, black stock, gold anchor shirt-pin, low-cut buff waistcoat, dark gray coat with black velvet collar. Medium gray background. M 3133. Neg. 2246.

Deposited by Salem Marine Society.

Charles Ward Farrington, shipmaster, was born 8 April 1810 in Salem, the son of William Farrington, a native of Lynn, and his wife Mary (Ward) Farrington. He married 3 June 1841 Mary Jane Jelly, born 18 October 1818, the daughter of William Jelly and his first wife, Hannah (McDonald) Jelly. On 24 February 1843 Captain Farrington became a member of the Salem Marine Society and served as its clerk in 1868. He commanded the brig *Theodore* in 1837, making a voyage which included Batavia and the west coast of Sumatra, to Singapore with a cargo of pepper. This vessel was later lost in the China Sea. In 1841 the ship *Lausanne* was under his command to Valparaiso, and in 1848 he sailed for Theodore Shillaber of Honolulu as master of the Hawaiian bark *Don Quixote* of Bordeaux. In 1849 he took the bark *Undine* from San Francisco to the Columbia River and five years afterwards he commanded the ship *Louisa* to Melbourne. On 11 August 1869 Captain Farrington died at his residence on Essex Street, Salem, survived by his wife who died 22 September 1887.

[See *Salem Vit. Rec.* (printed), I, 290, 472, II, 349; *Salem City Hall Rec.*, VI, 256, XV, 178; *E. I. H. C.*, V, (1863), 212; *Laws S. M. S.* (1914), 133, 149; *Salem Register*, 8 September 1853; Information at Peabody Museum.]

161. BENJAMIN AUGUSTUS FOLLANSBEE, 1816-1872. Oil by unknown artist. Canvas, 30 in. x 25½ in. Half length seated figure of young man. Full face, curling brown hair, smooth shaven cheeks, short beard under chin. Black coat, low-cut black waistcoat, pleated shirt, white standing collar, black stock. M 4608.

Gift of Mrs. Clayton Welch, 1938.

PORTRAITS IN THE PEABODY MUSEUM

Benjamin Augustus Follansbee, shipmaster, was born at Pittston, Maine, 25 December 1816. He was the son of Deacon Benjamin Follansbee, Jr., and his wife Elizabeth (Kinney) Follansbee, who was the daughter of Thomas Story and Hannah (White) Kinney. Captain Follansbee married 24 July 1843 at Amesbury, Massachusetts, Aphia A. R. Tyler, and lived at Amesbury, although for many years he commanded vessels sailing from the port of New York. In the early 1850's he appears to have been master of the clipper bark *Greenfield*, and from 1857 to 1860 he commanded the clipper ship *Skylark*. In 1863-1864 he was master of the ship *Uncowah* of New York, which made voyages to China, and from 1868 onwards of the ship *Lorenzo* of New York. Captain Follansbee was lost at sea in the winter of 1872, while in command of the *Lorenzo*.

[See *Pittston Vit. Rec.* (printed), 57, 327; *Amesbury Vit. Rec.* (printed), 350; Howe and Matthews, *American Clipper Ships*, II, 581; Cutler, *Greyhounds of the Sea*, 312, 484, 492, 498, 503, 511; Information at Peabody Museum.]

162. HOUQUA, 1769-1843. Water-color by a Chinese artist, probably from an album. Dimensions, 9 in. x 8¼ in. Half-length seated figure of an elderly man. Finely modelled head, completely bald, full face, eyes front, short gray moustache and goatee. Deep blue robe, with richly embroidered panels. Long string of beads around neck. Right arm rests on table. Hands concealed by sleeves of robe. M 4597. Neg. 5309.

Purchase, 1938.

Houqua, born in 1769, was for many years the chief of the Hong merchants at Canton. In 1809 he was described by Captain Thomas W. Ward thus: "Houqua is at the head of the Hong—is very rich, sends good cargoes and just in all his dealings, in short is a man of honour and veracity—has more business than any other man in the Hong and secures 12 or 14 American ships this year." Houqua's great wealth and integrity, coupled with his unusual generosity, made him almost a legendary figure, and his name appears constantly in the papers and jour-

PORTRAITS IN THE PEABODY MUSEUM

nals of American shipmasters and merchants engaged in the China trade during the first four decades of the nineteenth century. He was particularly friendly to American merchants. After the East India Company left Canton, Houqua withdrew from general business with the foreign community and confined himself exclusively to trade with Russell and Company. In 1834 his wealth was estimated at \$26,000,000, which was probably the largest mercantile fortune in the world at that time. Houqua died in 1843.

[See *E. I. H. C.*, LXXIII (1937), 307; Dulles, *The Old China Trade*, 128-130; Forbes, *Personal Reminiscences*, 369-74; Hunter, *The Fan Kwae at Canton*, 34-50; Orange, *The Chater Collection*, 233.]

163. NATHANIEL KENNARD, JR. Oil by unknown artist. Canvas, 21½ in. x 17 in. Half-length portrait of young man. Florid complexion, clear blue eyes, gingery hair. Wears dark blue coat, broad white waistcoat, fancy stock. Dull greenish background. M 4561.

Purchase, 1937.

Nathaniel Kennard, Jr., shipmaster of Portsmouth, New Hampshire, was the son of Nathaniel Kennard, Revolutionary soldier, and his wife, Margaret (Peverly) Kennard. The family lived for a time in Eliot, Maine, and Portsmouth, New Hampshire. His wife was one Ruth Walker. Nathaniel Kennard, Jr., first appears in the Portsmouth Customs records as master of the sloop *Fame* in 1794, sailing to the West Indies. He continued aboard various vessels engaged in trade with the West Indies and South America until 1808, when he became first mate of the Revenue cutter *New Hampshire*, assigned to the Portsmouth district. In 1812 he became commander of the vessel, quitting it in 1815 to become Inspector of Customs in the Portsmouth Custom House. He became a member of the Portsmouth Marine Society in 1808. Captain Kennard died in the West Indies before 1834, but his widow lived on School Street, Portsmouth as late as 1839.

[See *N. E. Hist. and Gen. Reg.*, LXXXI (1927), 261; *Old Eliot Monthly Magazine*, I (1897), 107, 109; Ports-

PORTRAITS IN THE PEABODY MUSEUM

mouth Directories, 1834-1839; Stackpole, *History of Kit-tery*, 565-568; Brewster, *Rambles About Portsmouth*, 2nd series, 286; Information at Peabody Museum.]

164. MICAJAH LUNT, 1832-1865. Oval oil portrait on paper (over a photographic enlargement) by unknown artist. Dimensions, 25 in. x 15 in. Head and shoulders of middle-aged man. Full face, black hair, moustache and close-cropped beard. Black coat, white shirt, turned-down collar, black bow tie. M 4544.

Purchase, 1937.

Micajah Lunt, sometimes called 3rd or Junior, was born at Newburyport, 21 November 1832, the son of Captain Micajah and his second wife, Mary Johnson (Coffin) Lunt, who was the daughter of Edmund Coffin and his first wife, Mary (Moody) Coffin. Captain Lunt married 4 March 1857 Clarina Emily Wood, born 4 December 1832, the daughter of Hiram and Prudence (Evans) Wood. When but twenty-two years old Captain Lunt sailed on a foreign voyage as master of the ship *Gleaner*, and it was on this vessel in 1857 that Mrs. Lunt accompanied him to spend their honeymoon on a trip which took them nearly around the world. In 1862 he commanded the 1162-ton ship *Winona* of Newburyport. He died 18 June 1865 at Newburyport. On 22 July 1869 Mrs. Lunt married Francis Joel Thayer, a Boston merchant, the son of Joel Thayer and his first wife, Abby (Barstow) Thayer.

[See *Essex Co. Prob. Rec.*, Docket 45870; *Newbury Vit. Rec.* (printed), I, 299; *Newburyport Ship Reg.*, 86, 242, 243; Appleton, *Coffin Gatherings*, 33; Currier, *History of Newburyport*, I, 463, II, 509; Thayer, *Thayer Genealogy*, 384-386; Lunt, *The Lunt Family*, 130, 203; Information from Mrs. Albert G. Potter, Swampscott, Mass.]

165. SAMUEL REA, 1782-1842. Oil by James Frothingham, 1820. Panel, 26 in. x 21 in. Head and shoulders, head three-quarters to left, eyes front, gray hair and side whiskers. White stock, high-

PORTRAITS IN THE PEABODY MUSEUM

cut waistcoat, dark blue double-breasted coat.
Brown background. M 4610.

Bequest of Charles Samuel Rea, 1938.

Samuel Rea, shipmaster and merchant, was born at Salem 3 February 1782, the son of Archelaus and Mary (Cook) Rea. In 1805 he was master of the brigantine *Two Brothers* and in 1807 of the schooner *Venus*. Apparently early in his career he also commanded the brigantine *Hopewell*. On 30 August 1807 he married at Salem Sarah Barr, daughter of Captain James and Eunice (Carlton) Barr. In November of the same year he became a member of the East India Marine Society. From 1810 to 1822 Captain Rea was in the employ of Joseph Peabody as master of several vessels in the foreign trade. Between 1810 and 1812 he made two voyages to Smyrna in command of the brig *Resolution*, and in 1812-13 a voyage to Pernambuco in the brig *Levant*. As master of the ship *Augustus* he went to Sumatra in 1815-16, to Malta and Smyrna in 1816 and to Havana and Smyrna in 1817. His next command was the ship *Catherine*, in which he made a voyage to India in 1818 and to Hamburg and Gottenburg in 1819. Captain Rea's last voyage as master of a Peabody vessel was in the brig *Leander* to Leghorn, Malta and Smyrna during 1821-22. Upon retiring from the sea he engaged in business as a merchant, and was part owner of the ship *Minerva* in 1825 and the brig *Jones* in 1827. In the years 1824-25 he served on the Committee of Observation of the East India Marine Society. He died at Salem 1 October 1842.

[See *Salem Vit. Rec.* (printed), I, 69, II, 226, III, 82, VI, 177; *Salem Ship Reg.*, 14, 15, 28, 90, 100, 105, 124, 156, 188, 193; *History E. I. M. S.*, 58, 69; *Salem Directories*, 1837-1842; *Peabody Crew Lists* at Peabody Museum; Information at Peabody Museum.]

Marble Busts

166. WILLIAM CROWNINSHIELD ENDICOTT, 1826-1900.

White marble bust by John Wilson, 1932. Extreme height, 21 in. Extreme width, 14½ in. Extreme depth, 9 in. Head and shoulders of elderly man, with full moustache and small chin whisker, wearing frock coat buttoned, wing collar and ascot tie with scarf-pin. M 3786.

*Gift of William Crowninshield Endicott and
Mrs. William Hartley Carnegie, 1930.*

William Crowninshield Endicott was born at Salem 19 November 1826. He was the son of William Putnam Endicott, a direct descendant of Governor John Endecott, and of his wife, Mary Crowninshield, daughter of the Honorable Jacob and Sarah (Gardner) Crowninshield. On 1 July 1827 he was baptized William Gardner Endicott, but after the death at sea of his uncle, William Crowninshield, his name was changed on 19 April 1837 by Act of the Legislature to William Crowninshield Endicott. He was educated in public and private schools at Salem, was graduated from Harvard College in 1847, and in 1850 was admitted to the Essex County Bar. In 1853 he established the law firm of Perry and Endicott in Salem, and practiced until 1873, when he was appointed an Associate Justice of the Supreme Judicial Court of Massachusetts. He remained on the bench for nine years, resigning because of poor health in 1882. A life-long Democrat, he was several times an unsuccessful candidate for elective public office, but when Grover Cleveland became President in 1885 he appointed Judge Endicott to be Secretary of War, a post which he held throughout the first Cleveland administration. Upon returning to Massachusetts in 1889 he resumed the practice of law. William Crowninshield Endicott married 13 December 1859 at Salem Ellen Peabody, daughter of George and Clarissa (Endicott) Peabody. He was one of the original trustees of the Peabody Academy of Science, was its Vice-President in 1867-1868, and served as President from 1868

PORTRAITS IN THE PEABODY MUSEUM

until his resignation in 1897. He died at 163 Marlborough Street, Boston, 6 May 1900.

[See *Salem Vit. Rec.* (printed), I, 281; Endicott, *Memoir of Samuel Endicott*; Adams, *Memoir of William C. Endicott, LL.D.*; Information at Peabody Museum.]

167. WILLIAM GRAY, 1750-1825. White marble bust, signed "Dexter." Extreme height, 28 in. Extreme width, 19 in. Head and shoulders of elderly man, long hair, smooth-shaven face, classical drapery. M 1500.

Gift of John Chipman Gray, 1910.

For a biographical account of William Gray, also represented in the collection by an oil portrait (no. 60), see pages 54-56 of this catalogue.

168. AUGUSTINE HEARD, 1785-1868. White marble bust by unknown sculptor. Extreme height, 28 in. Extreme width, 20 in. Head and shoulders of elderly man with full curling beard and moustache, classical drapery. M 3787.

Purchase, 1931.

For a biographical account of Augustine Heard, also represented in the collection by an oil portrait (no. 63), see page 59 of this catalogue.

169. GEORGE AUGUSTUS PEABODY, 1831-1929. White marble bust by John Wilson, 1930, after a bust modeled from life in 1909 at Roque Island, Maine, by George Howard Monks, M.D. Extreme height, 21 in. Extreme width, 14½ in. Extreme depth, 9 in. Head and shoulders of elderly man with drooping moustache, wearing an open coat, single-breasted waistcoat, standing collar. M 3785.

Gift of George Peabody Gardner and William Crowninshield Endicott, Executors of George Augustus Peabody, 1930.

George Augustus Peabody was born in Salem 23 August 1831. He was the son of George and Clarissa (Endicott) Peabody, and was christened Joseph Augustus, but in 1845, by Act of the Legislature, his name was

PORTRAITS IN THE PEABODY MUSEUM

changed to George Augustus Peabody. He was graduated from Harvard College in 1852 and received the degree of LL.B from the Harvard Law School in 1855. Although admitted to the bar, he never practiced law. He was a keen sportsman and a type of country gentleman now extinct. In the winter of 1858-1859 he went to South America with Captain Robert Bennet Forbes, Dr. Jeffries Wyman and William Gurdon Saltonstall. His account of that expedition was published in 1937 by the Peabody Museum of Salem. In 1881 Mr. Peabody married at Holderness, New Hampshire, Augusta Jay Balch Neilson, daughter of the Rev. Lewis Penn Witherspoon Balch and Anna Jay, his wife. Mrs. Peabody died in 1888, and there were no children. For the last thirty-seven years of his life Mr. Peabody lived very quietly on his estate of Burley Farm, outside of Danvers. He was a trustee of the Peabody Academy of Science (later the Peabody Museum of Salem) from 1896 to 1929. In 1898 he succeeded his brother-in-law, William Crowninshield Endicott, as President of the Museum, and served until his resignation in 1924. He died at Danvers, Massachusetts, 3 May 1929.

[See *Salem Vit. Rec.* (printed), II, 145; Endicott, *Memoir of Samuel Endicott*, 55, 100, 108; Peabody, *South American Journals*; Information at Peabody Museum.]

Crayon Portraits

170. WILLIAM BARNES BATES, 1809-1894. Crayon portrait, 20 in. x 16 in. Head and shoulders of elderly man, with white hair and sideburns, front face. Black coat buttoned, white shirt, turned-down collar, black bow tie. M 4372.

Deposited by Salem Marine Society.

William Barnes Bates, shipmaster, was born in Salem 16 September 1809, the son of William Bates, a native of England, and his wife Sarah (Forbes) Bates. He married in Salem 26 April 1839, Harriet Lang Brown, born 27 March 1815, the daughter of Thomas and Elizabeth (Howard) Brown. In 1826 he shipped in the *Perseverance*, commanded by his father, on a voyage to Madagascar. The latter died in 1834 at Mahunga and the son, then a master mariner, brought his body home for burial. Captain Bates was continually on the sea until 1850, when he retired. He was master of the ships *Potomac* and *Messenger*, and the brigs *Richmond* and *Cherokee*. His last voyage was in the bark *Tom Corwin* to Zanzibar. He had made previously many voyages to the latter port, as well as to Siam, St. Helena and elsewhere. After his retirement he took charge of the vessels owned by Edward D. Kimball and was also connected with the Seccomb Oil Company of Salem. He joined the Salem Marine Society 26 February 1846 and was deeply interested in its welfare, assisting Charles W. Palfray in preparing the Centennial History of the Society. The collection of photographs of the members of the Salem Marine Society was largely due to his efforts. He was clerk of the Society from 1869 until his death 23 January 1894. Mrs. Bates died 14 January 1894, but nine days before her husband. The births of their six children are recorded in Salem.

[See *Essex Co. Prob. Rec.*, Docket 75368; *Salem Vit. Rec.* (printed), I, 77, 123, III, 90, 152; *Salem City Hall Rec.*, XVIII, 92; *Salem Ship Reg.*, 150; *Laws S. M. S.* (1914), 149; *Salem Register*, 29 April 1889; Putnam

• PORTRAITS IN THE PEABODY MUSEUM

II, 63, 122, III, 111; Howard, *Abraham Howard of Marblehead and His Descendants*, 48.]

171. ARTHUR HAMILTON CLARK, 1841-1922. Crayon portrait, 25½ in. x 19 in., signed C. C. Munzig. Head and shoulders of young man, front face, eyes right. Wavy hair, close-cropped moustache. Double-breasted coat, ascot tie. M 3455.

Gift of Robert J. Clark, 1929.

Arthur Hamilton Clark, shipmaster, was born at Boston 27 December 1841, the son of Benjamin Cutler and Mary (Preston) Clark. His father was the founder of a firm that from 1830 to 1850 engaged in the West India coffee trade and the Mediterranean fruit and wine trade, and owned one of the first decked private yachts around Boston. Arthur Clark attended the Boston Latin School, and was destined for the shipbuilding business under Donald McKay, but he was determined to go to sea, and in January 1858, having won his father's permission, sailed from Boston as an apprentice in the *Black Prince* on a voyage which lasted for two years and went around the world. At nineteen he became second officer in the *North-ern Light*, during a voyage to California, during which the Civil War broke out. Having failed to secure a commission in the Federal Navy he returned to his old ship, the *Black Prince*, as first officer. By 1863 he had his master's certificate, and for ten years commanded vessels in the China Seas. In 1869 he safely brought the sinking steamship *Suwonada* into Hongkong, and for this exploit was given a valuable piece of plate by the underwriters. Grateful Chinese passengers presented him with an embroidered silk testimonial certificate, which is now in the Peabody Museum. In 1873 Captain Clark returned to New York, and for three years thereafter commanded the *Indiana* of the American Line. In 1876 he left the sea and became London representative of various American marine underwriters, and in 1895 he was appointed Lloyd's agent for the port and district of New York. This position he held for twenty-five years. On retiring in 1920 he moved to Newburyport, where he died 5 July 1922. During his residence in London Cap-

PORTRAITS IN THE PEABODY MUSEUM

tain Clark married Anna, daughter of Jean and Maria Eichenberger. Captain Clark was a daring and experienced yachtsman, as well as a professional shipmaster. In 1867 he sailed the 27-ton yacht *Alice* of the New York Yacht Club across the Atlantic in nineteen days, and in 1894 he brought the 130-foot steam yacht *Sylvia* across in midwinter in twenty-five days by way of Madeira and Bermuda. In 1904 he published *The History of Yachting: 1600-1815*, and in 1910 *The Clipper Ship Era: 1843-1869*, which was the first important contribution to the maritime history of New England.

[See Clark, *History of Yachting; Clipper Ship Era; The Clark Collection of Marine Prints*; Information at Peabody Museum.]

172. AUGUSTUS E. B. GOVEA, 1826-1890. Crayon drawing, 18 in. x 14 in. Head and shoulders of elderly man, front face. Gray hair and beard, very bushy moustache. Black coat buttoned high, standing collar, black and white necktie. M 3554.

Augustus E. B. Govea was born in Lisbon, Portugal, in April 1826, the son of Firmes and Maria Govea, both natives of Portugal. He married 16 March 1858 Sarah F. Willey, born in Salem in 1836, the daughter of William A. and Mary Ann (Nichols) Willey. When he was sixteen years old he left his native place and sailed for the coast of Africa, where he was employed for some time as a clerk in the mercantile house of Hunt and Brookhouse of Salem, and it was from there that he emigrated to America. He had, however, previously been agent abroad for several influential firms, among them the house of George Ropes of Boston. He was also United States Vice Consul at Mozambique and subsequently at Zanzibar. He had made a number of voyages in several noted vessels before taking up his residence in America. Soon after he came to Salem he became a member of Essex Lodge of Masons and also of other Masonic bodies. He was a member of the Salem Light Infantry and joined the East India Marine Society in 1883. Mrs. Govea was for several years soloist at the Tabernacle Church in Salem and one of the earliest members of the Salem Oratorio Society.

PORTRAITS IN THE PEABODY MUSEUM

Captain and Mrs. Govea lived on Bridge Street in Salem, where he died 16 December 1890 of African fever contracted while abroad. His wife continued to live in Salem until 1914, when she removed to Danvers, where she died 14 April 1920.

[See *Essex Co. Prob. Rec.*, Docket 136085; *Salem Vit. Rec.* (printed), IV, 473; *Salem City Hall Rec.*, IX, 173, XVIII, 45; *Danvers Town Hall Rec.*, XXI, 225; *E. I. H. C.*, III (1861), 270; *History E. I. M. S.*, 66; *Salem Evening News*, 17 December 1890, 15 April 1920; *Salem Register*, 18 December 1890.]

173. THOMAS FRANKLIN HUNT, 1841-1898. Crayon portrait, enlarged from a photograph, 30 in. x 25 in. Head and shoulders of middle-aged man. Front face, wears gray soft felt hat, black coat and waistcoat, white bosom shirt with stud, turned-down collar, black bow tie. M 4048.

Gift of Colonial Club, 1934.

Thomas Franklin Hunt was born at Salem 15 July 1841, the son of Thomas and Elizabeth (Cook) Hunt. His father was early in China and was engaged in furnishing American vessels at Whampoa with supplies and lighterage to Canton. Despite dangers from river pirates Mrs. Hunt and their seven-year-old son, Thomas Franklin, followed Captain Hunt to China and with him made their home in a hulk moored in the Pearl River, where also were Captain Hunt's bank and counting-house. Here he lived until 1853 when, after a short visit to America, he returned to China, establishing himself at Hong Kong. About 1864 he again sailed for America, where he finally decided to remain. He began the study of law in Salem under Stephen C. Phillips, being admitted to the bar in 1867. Through Mr. Hunt's generosity the Essex Institute received some six hundred books upon China, and the Peabody Museum many articles relating to China and its customs. Mr. Hunt served as trustee of various Salem institutions, notably the Plummer Farm School, the Salem Athenaeum and the Salem Public Library, and in 1897 of the Peabody Museum. In 1882 he joined the East India Marine Society and in 1889 was elected to the board

PORTRAITS IN THE PEABODY MUSEUM

of management of the Salem Home for Aged and Destitute Women. He died unmarried, 21 January 1898, at his home on Bridge Street, survived by his aged mother, with whom he lived, and who died the next year.

[See *Salem Vit. Rec.* (printed), I, 458; *Salem City Hall Rec.*, XXI, 16, 32; *E. I. H. C.*, XXXIV (1898), 1; *History E. I. M. S.*, 66; Salem Directories, 1897-98.]

174. SAMUEL KENNEDY, 1819-1868. Crayon portrait, 24 in. x 16 in. Half-length figure of middle-aged man. Black hair, no moustache, close-cropped beard under chin. Black coat, white bosom shirt, turned-down collar, black bow tie. M 3856.

Gift of Miss Mindora Kennedy, 1932.

Samuel Kennedy, shipmaster, was born 15 September 1819, the son of Samuel Kennedy, master mariner, and his wife, Mary (Felt) Kennedy. He married in Boston 5 October 1850, Kate G. Pratt, born at Chelsea 19 January 1819, the daughter of Joseph and Katharine (Seaver) Pratt of Boston. Captain Kennedy sailed from Boston, New York and Philadelphia on several voyages, being in command of the extreme clipper ships *White Squall* and *Messenger* from 1849 to 1854, sailing from Philadelphia to San Francisco and foreign ports while engaged in the East India and China trades. He commanded the *Samuel Appleton* and several other vessels out of Boston. During the whole of the Civil War he was master of the United States transport *Mississippi*. He died suddenly at Sturdivant House, East Boston 20 December 1868.

[See *Salem Vit. Rec.* (printed), III, 562; *Salem City Hall Rec.*, VI, 248; *Salem Register*, 24 December 1868; Howe-Matthews, *American Clipper Ships*, II, 389, 694; Morris, *Felt Genealogy*, 288; Cutler, *Greyhounds of the Sea*, 256, 402, 483, 490, 494.]

175. TARIA TOPAN, 1822-[?]. Crayon portrait, 24 in. x 19½ in., signed "C. P. B. 1881." Head and shoulders of middle-aged man, face front, eyes left, thin black beard and moustache, untrimmed. Wears turban, white shirt and loose coat. M 4466.

Gift of Walter H. Trumbull, 1932.

PORTRAITS IN THE PEABODY MUSEUM

Taria Topan, called by the traders at Zanzibar a "high minded Hindoo merchant," was born 30 September 1822 and was active in Eastern commerce for many years. A traveller in Zanzibar, in an article written for *Harper's Monthly* in 1869, says that he was very friendly with American visitors and "retained few of the prejudices of his people." He entertained foreigners with lavish hospitality, on one occasion sending his little daughter with her nurse to welcome the wife of an American visitor. He did not, however, eat with them, being forbidden by his religious beliefs. So well liked and respected was he that Captain John Bertram of Salem named a new bark launched from Miller's yard in 1870 the *Taria Topan*. Among this vessel's commanders were Nathan A. Batchelder, William Beadle and Edward B. Trumbull, and William H. Hathorne. Captain Trumbull, in an address before the Laymen's League in Salem, in 1934, told of his cargoes of cotton goods and kerosene which were sold in Zanzibar to Taria Topan, "who was a friend of our house."

[See *Salem Ship Reg.*, 182; *Salem Gazette*, 22 June 1896; *Salem Evening News*, 20 April 1934; Putnam, II, 60, 67, 91, 106, III, 91; *Harper's Monthly Magazine*, February, 1869, 307-318; Information at Peabody Museum.]

Key to Abbreviated References

At the end of the biographical sketch of each subject references are given indicating the sources from which the material has been obtained. To avoid unnecessary repetition the following abbreviations have been used throughout for frequently cited works:

E. I. H. C. = *Essex Institute Historical Collections*.

History E. I. M. S. = *History of the Salem East India Marine Society* (Salem, 1916).

Laws S. M. S. = *Laws of the Salem Marine Society* (Salem, 1873).

Salem Ship Reg. = A. F. Hitchings & S. W. Phillips, *Ship Registers of the District of Salem and Beverly, 1789-1900* (Salem: Essex Institute, 1906).

Early Shipping = H. S. Tapley, *Early Coastwise and Foreign Shipping of Salem* (Salem: Essex Institute, 1934).

Putnam = G. G. Putnam, *Salem Vessels and their Voyages* (Salem: Essex Institute, 1922-30).

Perley = Sidney Perley, *The History of Salem, Massachusetts* (Salem: Privately printed, 1924-28).

Osgood-Batchelder = C. S. Osgood & H. M. Batchelder, *Historical Sketch of Salem, 1626-1879* (Salem: Essex Institute, 1879).

Bentley, Diary = *The Diary of William Bentley, D. D.* (Salem: Essex Institute, 1905-14).

Index

- Abbot, Abbott, Abigail R., 135.
 Benjamin, 135.
 Elizabeth, 126, 127.
 Sarah W., 135.
 Adams, John Q., 122.
 Adamson, Frances G., 20.
 Agassiz, Professor, 74.
 Ahmet ben Haman, vi, 1.
 Alexander, W. D., 97.
 Allen, Alice, 81.
 Anna F., 3, 4, 26.
 Edward, vi, 2, 3, 4, 26.
 Elizabeth C., 2, 4, 26.
 Harriet, 26.
 John F., 3, 4.
 Lucy D., 4.
 Margaret L., 2.
 Marion C., 2, 4, 26.
 Mary C., 4.
 Ruth H., 2, 3.
 Andrew, Andrews, Abby D., 5.
 Esther, 137.
 Jacob, 137.
 Martha P., 5.
 Mary H., 137.
 Nathaniel, 5, 137.
 Samuel, 5.
 Appleton, Margaret, 90.
 Archer, Abigail, 21.
 Eliza C., 144.
 Jonathan, 112.
 Mehitable, 112.
 Mehitable K., 112.
 Samuel H., 65.
 Artists:
 Alexander, Francis, 77.
 B., C. P., 163.
 Bally, 120.
 Benson, Frank W., v, 19, 73,
 101.
 Blyth, Benjamin, 37.
 Braekleer, Ferdinandus de,
 53.
 Caliga, Isaac H., 118.
 Campbell, Georgina, 104.
 Chamberlain, Frances, 85.
 Cole, W. O., 49.
 Cornè, M. F., iv, 30.
 Derby, Perley, 49.
 Dexter, 157.
 Diezen, A., 5.
 Finch, Frederick, 79.
 Frothingham, James, iv, 10,
 37, 38, 63, 88, 154.
 Furness, R. T., 53.
 Gulliver, Mary, 33.
 Harding, Chester, 91, 121.
 Hartwell, A., 91, 121.
 Hinkley, Robert, 35, 107.
 Hirschmann, 43.
 Horneman, Christian, 8.
 Hung Qua, 29.
 Hunt, William Morris, 58.
 Lamqua, 115.
 Leslie, Charles R., 141.
 Lynch, Henry B., 114.
 Maresca, Vincenzo, 30.
 Metzger, J., 26.
 Monks, George H., 157.
 Mooney, Edward, 1.
 Moore, J. T., 71.
 Muller, C., 47.
 Munzig, C. C., 160.
 Osgood, Charles, iv, 3, 14, 36,
 39, 42, 45, 60, 64, 88, 94,
 131, 132, 134.
 Parker, Edgar, 12.
 Pietrocola, R., 32.
 Pratt, Henry C., 16, 92.
 Quimby, Fred G., 138.
 Redmond, C. C., 31.
 Rogers, Henry W., 102, 103.
 Roux, Antoine, vii, 6, 76, 110,
 Francois G., 110, 111.
 Frederic, 111, 112.
 St. Memin, C. B. J. F. de, 27.
 Schell, A. Bertram, 86.
 Southward, George, 9, 38, 89,
 114.
 Staigg, Richard M., 85.
 Stanley, J. M., 96.
 Stuart, Gilbert, iv, 54, 137.
 Toci, E., 149.
 Van der Borgt, 126.
 Vernet, Horace, 111.
 Vervoort, M., 17, 94.
 Wilson, John, 156, 157.
 Austin, Deborah L., 25.
 Richard, 25.
 William, vii, 5, 6.
 William D., vii.
 Azza bin Seif, 115.

INDEX

- Babbage, Christopher, 41.
 Martha, 135.
 Martha S., 41.
 Ruth R., 41.
 Susanna, 44, 118.
- Bacon, Susan, 50.
- Baker, Abigail, 52.
 Ann, 22.
 Asa, 22.
 Dorcas, 22.
 Hannah N., 22.
- Balch, Anna J., 158.
 Augusta J., 158.
 Lewis P. W., 158.
- Ball, Mary, 138.
- Ballard, Eliza A., 144.
 James, 144.
 Mary E., 144.
- Bancroft, Sarah, 120.
- Barghash bin Said, 115.
- Barr, Betsey, 36.
 Eunice C., 6, 155.
 James, vi, 6, 7, 155.
 Mary R., 6.
 Priscilla, 36.
 Sarah, 155.
- Barstow, Abby, 154.
 Gideon, 53.
- Bartlett, Matthew, 19.
- Batchelder, Nathan A., 164.
- Bates, Harriet B., 159.
 Sarah F., 159.
 William, 159.
- William B., 159.
- Bayley, Elizabeth, 56.
- Beadle, Rebecca, 7.
 William, 164.
- Becket, Beckett, Elizabeth, 8,
 94.
 Elizabeth I., 7, 8.
 Jane S., 74.
 John, 7, 8.
 Rebecca B., 7.
 Sarah, 121.
 Sarah B., 7, 8.
 Sarah D., 7.
 Susanna, 112.
- Beckford, Jonathan, 129.
 Mary, 102, 142.
 Sarah C., 129.
- Bell, Elizabeth D., 9.
 John, 8, 9.
- Benson, Elizabeth B., 9.
 George W., 9.
 P., 150.
 Rebecca O., 9.
 Samuel, 9, 10.
 Sarah P., 9, 10.
- Bentley, Elizabeth P., 10.
 Joshua, 10.
 William, 2, 10, 11, 15, 18, 36,
 38, 44, 93.
- Berry, Aaron W., 11, 12.
 Anna D., 11.
 Elizabeth, 123.
 Elizabeth G., 11, 12.
 James W., 11.
 Margaret W., 123.
 Peter, 123.
 Samuel, 11.
- Bertram, Clarissa M., 12.
 John, 12, 65, 164.
 Mary P., 12.
 Mary R., 12.
 Mary S., 12.
- Black Hawk, 13.
- Blake, Robert, 13, 14.
- Blanchard, Katharine, 89.
- Blanco, 22.
- Boardman, Elizabeth, 15.
 Francis, 15.
 Mary H., 15.
- Bonner, 103.
- Bowditch, Elizabeth B., 15.
 Habakkuk, 14.
 Mary I., 14, 15.
 Nathaniel, iv, 14, 15.
- Bradford, John M., 33.
 Mary, 33.
 Sarah H., 33.
- Bradish, Sarah, 60.
- Bridges, Eliza C., 16.
 Elizabeth G., 16.
 Henry G., 16.
 James, 16.
- Briggs, Clara H., 17, 18.
 Elijah, 17.
 Hannah B., 17.
 Hephsebeth C., 18.
 James B., 16, 17.
 Jeremiah, 17, 18.
 Johnson, 18.
 Maria H., 17.
 Mary C., 18.
 Mary E., 17.
 Ruth S., 18.
 Samuel, 18, 19.
 Sarah H., 18.
- Brookhouse, Robert, 52.
- Brooks, Frances, 19.
 John, 19.
 John F., 19, 20.
 Rebecca K., 20.
 Susan V., 19.
- Broughton, John, 20.
 Nicholson, vi, 20, 21.

INDEX

- Broughton, Sarah N., 20.
 Sarah P., 20.
 Brown, Browne, 119.
 Abigail, 141.
 Abigail A., 21.
 Ann B., 22.
 Anna M., 141.
 Dorcas B., 22.
 Edward O., 22.
 Elizabeth, 54.
 Elizabeth H., 159.
 Ephraim, 129.
 Harriet L., 159.
 James, 8, 62.
 Mary, 127.
 Mary A., 132.
 Mary C., 22.
 Nathaniel, 141.
 Nehemiah, 22.
 Phebe, 62.
 Phebe B., 62.
 Rebecca, 67.
 Sarah, 7, 8.
 Thomas, 159.
 William, 7, 21, 22, 23, 55.
 Buffington, Abigail O., 23.
 Hannah, 17.
 James, 23.
 Bulfinch, 108.
 Bullock, 144.
 Burrill, Elizabeth, 9.
 Josiah G., 24.
 Josiah S., 24.
 Sarah S., 24.
 Butman, Mary M., 149.
 Nehemiah W., 149.
 Buxton, Elizabeth, 62.
 Phebe, 62.
 Cabot, Joseph, 57.
 Margaret, 25.
 Caldwell, Patience, 28.
 Call, Abigail, 29.
 Elizabeth, 106.
 Calley, Lydia, 54.
 Cameron, Isabelle E., 132.
 Carey, John, 50.
 Ruth, 50.
 Susan B., 50.
 Carlton, Eunice, 6, 155.
 Eunice H., 6.
 George A., 66, 68.
 Hannah, 34.
 Samuel, 6.
 William, 7.
 Carnegie, William H., 156.
 Carnes, Jonathan, 58.
 Carpenter, Abigail G., 25.
 Benjamin, vi, 24, 25, 26.
 Deborah L. A., 25.
 Esther G., 25.
 Margaret C., 24.
 Zachariah, 24.
 Chadwick, Eliza, 16.
 Elizabeth K., 16.
 Gilbert, 16.
 Charles II, 14.
 Cheever, Chever, 141.
 Alice, 131.
 Margaret, 93.
 Peter, 93.
 Sally R., 129.
 Samuel, 129.
 Sarah, 129.
 Sarah O., 93.
 Cheney, Elizabeth B., 56.
 James, 56.
 Childs, Margaret, 24.
 Chipman, Elizabeth, 54.
 Elizabeth B., 54.
 John, 54.
 Choate, Mary, 22.
 Clark, Anna, 161.
 Arthur H., 160, 161.
 Benjamin C., 160.
 Elizabeth H., 34.
 Mary P., 160.
 Robert J., 160.
 Clay, Henry, 122.
 Cleveland, Charles, 91.
 Elizabeth H., 4, 26.
 George, 4, 26, 27.
 George W., 26.
 Grover, 156.
 Harriet A., 26.
 Lucy H., 27.
 Margaret, 27.
 Margaret J., 27.
 Mary H., 4, 27.
 Richard J., 27.
 Stephen, 27.
 William, 27.
 Clough, Nancy, 63.
 Codman, Martha P. R., 104.
 Coffin, Edmund, 154.
 Elizabeth, 136.
 Mary J., 154.
 Mary M., 154.
 Cole, Abigail C., 29.
 Benjamin, 25.
 Catherine W., 28.
 Delia D., 28, 150.
 George A., 28, 29, 150.
 George W., 28.
 Jeremiah, 28.

INDEX

- Cole, John, 29.
 Patience C., 28.
 Richard, 29.
 Sarah T., 29.
 Coleman, Judith, 25.
 Collier, Perry, 113.
 Collins, Hephsebeth, 18.
 John, 18.
 Mary, 18.
 Mary S., 18.
 Columbus, 133.
 Comer, Ernest A., 50.
 Conant, Isaac, 30.
 Joseph T., 30.
 Mary T., 30.
 Mary W., 30.
 Nathan W., 30.
 Rebecca H., 30.
 Connaught, Duke of, 87.
 Cook, James, iv, 30, 31.
 Mary, 155.
 Mary D., 134.
 Nancy, 134.
 William, 134.
 Cousins, Frank, 31, 32.
 Joseph H., 32.
 Mary O., 32.
 Thomas, 32.
 Crowninshield, Anstiss W., 38.
 Arent S., 32, 33.
 Benjamin, 33, 34.
 Benjamin W., 35, 108.
 Elizabeth, 38, 142.
 George, 34, 35, 93, 122.
 Hannah C., 34.
 Jacob, 33, 34, 35, 36, 108, 156.
 John, 38, 94.
 John C., 33.
 Mary, 34, 44, 122, 156.
 Mary B., 33.
 Mary D., 35, 122.
 Mary L., 34.
 Mary S., 33.
 Sally, 150.
 Sarah G., 35, 108, 156.
 William, 156.
 Crowninshield, George, & Sons,
 35, 106.
 Crowninshields, 44.
 Currier, Mary, 51.
 Curwen, Bessie H., 36.
 James B., 6.
 Mary H., 36.
 Priscilla B., 36.
 Samuel, 36.
 Samuel R., 36.
 Custis, John P., 138.
 Martha D., 138.
 Cutler, Enos, 44.
 Harriet E., 44.
 Dabney, Elizabeth G., 16.
 Nathaniel, 16.
 Dalling, John R., iv, 77.
 Dandridge, John, 138.
 Martha, 138.
 Daniels, Betsey S., 124.
 David, 124.
 Nabby S., 124.
 Darling, Anna, 11.
 Davis, Hannah, 76.
 Deadman, Hannah, 57.
 Hannah G., 57.
 William, 57.
 Dean, Sarah, 7.
 Sarah P., 7.
 Thomas, 7.
 DeBlois, George L., 19.
 Demolin, Ursule, 110.
 Derby, Anstiss, 105.
 Elias Hasket, iv, vi, 25, 37,
 38, 93, 100, 121, 142.
 Elizabeth, 142.
 Elizabeth C., 38, 142.
 Ezekiel H., 108.
 John, 106.
 Lucretia, 48.
 Mary, 35, 122.
 Mary H., 37.
 Richard, 37, 54, 55.
 Sarah, 35.
 Devereux, James, 150.
 Sally C., 150.
 Diman, 10.
 Benjamin, 76.
 Eunice, 57.
 James, 57.
 Ruth S., 76.
 Dixon & Company, 30.
 Dodge, Abigail, 104, 106, 107.
 Benjamin, 117.
 Eunice, 53.
 Ezra, 84.
 Israel, 38.
 Judith, 86.
 Lucia P., 38.
 Lucinda, 84.
 Lucinda G., 84.
 Lucy P., 4.
 Pickering, 4, 38, 39, 59, 95,
 113.
 Rebecca J., 4, 39.
 Dove, Hannah, 147.
 Doyle, Lucy, 132.
 Drew, Curtis D., 132.
 Lillie A., 132.

INDEX

- Drew, Mary B., 132.
 Driver, Elizabeth, 9.
 Elizabeth L., 9.
 Martha B., 41.
 Ruth M., 39, 40.
 Sarah P., 41.
 Stephen, 9, 39.
 William, 39, 40, 41, 107.
 Dudley, Josiah, 41, 42.
 Mary S., 41.
 Samuel P., 41.
 Sarah H., 42.
 Dunbar, Hannah, 120.
 Duren, Charles M., vi.
 Durgin, Abby E., 5.
 Dolly W., 5.
 William, 5.
 Eagleston, Elizabeth E., 42.
 Hannah W., 42.
 John H., 42, 43.
 Mary N., 42.
 Rebecca, 42.
 Edwards, A. Clive, 110-111.
 Abram, 68.
 Eichenberger, Anna, 161.
 Jean, 161.
 Maria, 161.
 Elkins, Elizabeth, 92.
 Harriet, 44.
 Henry, iv, 43, 44.
 Mary C., 44.
 Preserved M., 44.
 Elledge, Hannah, 137.
 Elliot, Abigail, 71.
 Emerson, Johanna, 57.
 Endecott, Endicott, Clarissa,
 156, 157.
 Elizabeth P., 86.
 Ellen P., 156.
 John, 156.
 Martha, 86.
 Mary C., 156.
 Samuel, 86.
 William C., 101, 156, 157, 158.
 William G., 156.
 William P., 156.
 Eshing, iv, viii, 45.
 Evans, Prudence, 154.
 Farnham, Charles I., 45.
 Putnam I., 45.
 Rebecca I., 45.
 Farrington, Charles W., 151.
 Mary J., 151.
 Mary W., 151.
 William, 151.
 Fears, Rhoda, 144.
 Felt, Jane H., 63.
 Joseph, 60.
 Mary, 63, 163.
 Ruth A., 60.
 Sarah B., 60.
 William, 63.
 Fettyplace, Edward, 46.
 Jane W., 46.
 Mehitable S., 46, 47.
 Sarah B., 46.
 William, 45, 46, 47, 149.
 Field, W. D., 45.
 Fisk, Fiske, Anna, 3.
 Ezra, 47.
 John, 3, 57.
 John B., 47, 48.
 Lydia P., 3.
 Polly L., 47.
 Sarah S., 48.
 Fitz, Mary, 95.
 Flint, 10.
 Ede U., 49.
 Hezekiah, 49.
 Sally P., 49.
 Samuel, 49.
 Susan, 123.
 Fogg, Susan, 119.
 Follansbee, Aphia T., 152.
 Benjamin, 152.
 Benjamin A., 151, 152.
 Elizabeth K., 152.
 Foot, Foote, Mary, 34.
 Henry W., vi.
 Forbes, Robert B., 158.
 Sarah, 159.
 Forrester, John, 17, 23.
 Thomas H., 17.
 Foster, Benjamin, 49, 50.
 Joseph, 50.
 Rebecca I., 50.
 Ruby F., 50.
 Fowle, Mary, 51.
 Foxcroft, Bridget, 143.
 Foye, Dorothy, 113.
 Elizabeth, 113.
 Elizabeth M., 117.
 Sarah, 117.
 William, 113, 117.
 Francis, Ebenezer, 59.
 Franklin, Mary, 64.
 French, William, 97.
 Frye, Betsey N., 50.
 John, 50.
 Ruby, 50.
 Fuller, Ruth C., 50.
 Thomas, 50, 51.

INDEX

- Galbraith, Duncan, 3, 81.
 Gale, George, 149.
 Mary C., 51.
 Mary R., 51.
 Samuel, 51, 52.
 Sarah G., 51.
 Gallup, Abigail B., 52.
 Hannah, 52.
 Joanna L., 52.
 John L., 52, 53.
 William, 52.
 Gardner, Elizabeth, 16.
 George P., 157.
 Israel, 2.
 John, 35, 126.
 John L., 130.
 Richard, 126.
 Ruth H., 2.
 Samuel, 54.
 Sarah, 35, 108, 156.
 Sarah D., 35.
 Gerrish, Abigail, 25.
 Benjamin, 25.
 Esther, 25.
 Margaret C., 25.
 Ghanee, 114.
 Gillis, James A., 53.
 James D., 53, 54.
 Lydia R., 53.
 Gladstone, 88.
 Glover, Malvina T., 136.
 Goddard, Caroline L., 138.
 Godfrey, Elizabeth D., 11.
 Jonathaan, 11.
 Theodate H., 11.
 Gold, Elizabeth, 104.
 Goldthwaite, Lucinda, 84.
 Goodhue, Hannah, 57.
 Martha, 143.
 Martha P., 143.
 Sarah, 61.
 Stephen, 143.
 Goodridge, C., 10.
 Goss, Abbie S., 124.
 Deborah, 129.
 Gould, Elizabeth W., 61, 64.
 James W., 64.
 Mary W., 64.
 Govea, Augustus E. B., 161, 162.
 Firmes, 161.
 Maria, 161.
 Sarah W., 161, 162.
 Gray, Abraham, 54.
 Elizabeth C., 54, 55.
 John C., 157.
 Lydia C., 54.
 William, 6, 25, 54, 55, 56, 112, 157.
 Greenleaf, Mary, 100, 129.
 Haggett, Wilbur H., 49.
 Hale, Anstice J., 56.
 Elizabeth C., 56.
 George W., 56, 57.
 Moses, 56.
 Haraden, Eunice D., 57.
 Hannah D., 57.
 Jane, 63.
 Johanna E., 57.
 Jonathan, vi, 57, 58, 63, 142.
 Joseph, 57.
 Mary S., 57.
 Harris, Howard P., 120.
 Hart, Albert B., 96.
 Hathorne, William H., 164.
 Hawes, Elizabeth G., 104.
 John, 104.
 Heard, Augustine, 58, 59, 115, 157.
 John, 59.
 Sarah S., 59.
 Heard, Augustine, & Company, 59.
 Henfield, Gideon, 63.
 Hill, Lydia A., 147.
 Mehitable A., 147.
 Richard, 147.
 Hiller, Joseph, 27.
 Lucy, 27.
 Margaret C., 27.
 Mary, 27.
 Hobbs, Sarah, 18.
 Theodate, 11.
 Hodges, Benjamin, 80.
 Elizabeth, 4, 26.
 Gamaliel, 2.
 Mary, 15, 37.
 Ruth, 2.
 Sarah W., 2.
 Hoffman, Charles, 60, 61, 64, 65, 66.
 Christine L., 60.
 Eliza K., 60.
 Johan von, 60.
 Ruth F., 60.
 Holman, Betsey B., 36.
 Gabriel, 61.
 Hannah O., 61.
 John, 61.
 Jonathan, 36.
 Lois N., 61.
 Mary S., 36.
 Olivia N., 61.
 Sarah G., 61.
 Holmes, Henry S., 42.
 Louisa K., 42.

INDEX

- Holmes, Sarah B., 42.
Holt, Bethiah, 137.
 Mary, 137.
Hopkins, Sarah E., 33.
Hosmer, Hannah W., 17.
 Joseph, 17.
 Maria, 17.
Houghton, Julia, 142.
Houqua, vi, 152.
Howard, Elizabeth, 159.
Hugo, Victor, 87.
Hulen, Elizabeth, 124.
Hunt, Elizabeth C., 162.
 Eunice, 6.
 Thomas, 162.
 Thomas F., 102, 162, 163.
Hunt & Brookhouse, 161.
Hurd, Charles, 96.
 Rachel, 96.
 Rachel L., 96.
Imam of Muscat, 1.
Ingalls, Rebecca, 45.
Ingersoll, Elizabeth, 7.
 Jonathan, 15.
 Mary, 14, 15.
 Mary H., 15.
 Rebecca, 50.
Jackson, Dorcas, 66, 68.
 Susan, 97.
Jacques, Anstice, 56.
Janes, Lydia, 83.
Jefferson, Thomas, 35.
Jeffry, Margaret, 27.
Jelly, Hannah M., 151.
 Mary J., 151.
 William, 151.
Jenkins, Lawrence W., 10, 56.
Jenks, Daniel, 39, 67.
 Mary, 67.
 Mary M., 39.
 Rebecca, 4, 39.
Jewell, 71.
Jocelyn, Mary, 44.
Johnson, Elizabeth, 62.
 Helen S., 62.
 Phebe B., 62.
 William, 62.
Jordan, Mabelle C., 30.
Judson, Adoniram, 59.
Kemble, Edmund, 102.
 Elizabeth R., 102.
 Mary B., 102.
Kendall, Martha, 72, 73.
Kennard, Margaret P., 153.
 Nathaniel, 153.
 Ruth W., 153.
Kennedy, James, 63.
 Kate P., 163.
 Mary F., 63, 163.
 Mindora, 63, 163.
 Nancy C., 63.
 Samuel, 63, 163.
Kent, Henrietta M., 119.
Key, 109.
Kimball, Edward D., 19, 159.
 Elizabeth, 16.
 Mary A., 139, 140.
 Mehitable, 112.
King, Eliza A., 60.
 Elizabeth G., 61, 64, 65, 66.
 Henry, 61, 64, 65, 66.
 Henry F., 64, 65.
 John, 64.
 Mary F., 64.
 Robert W., 66.
Kinney, Elizabeth, 152.
 Hannah W., 152.
 Thomas S., 152.
Kinsman, Louisa, 42.
Knapp, Joseph J., 125.
Knight, Benjamin, 20.
 Frances A., 20.
 Margaret, 88.
 Rebecca S., 20.
Knowles, Charles S., 71.
Labastille, E., & Co., 129.
Ladd, Charlotte, 136.
Lakeman, Abigail, 69.
 Polly, 47.
Lambert, Hannah, 100, 128.
 Jonathan, 140.
 Joseph, 34.
 Lucy H., 27.
 Lydia R., 140.
 Margaret, 139.
 Mary, 34, 94.
 Mary F., 34.
 William, 27.
Lander, Dorcas J., 66, 67, 68.
 Edward, 51.
 Mary J., 67.
 Peter, 67.
 Rebecca B., 67.
 Warren W., 66, 67.
 William, 67, 68.
 William A., 67.
 William W., 66, 68.
Langdon, Charlotte L., 136.
 John, 136.
 Sophia A., 136.
LaPlace, Marquis de, 14, 15.
Larabee, J., 150.

INDEX

- Lawrence, Elizabeth, 9.
 James, 19, 131.
 Lawreno, Christine, 60.
 Leavitt, Ebenezer, 71.
 Elizabeth, 91.
 Sarah A., 71.
 Lee, Deborah, 25.
 Judith C., 25.
 Lois, 83.
 Thomas, 25.
 Lefavour, Abigail L., 69.
 John, 69.
 Joseph, 68, 69.
 Margaret R., 69.
 Lendholm, Charles F., 70.
 Frederick, 69, 70.
 Rebecca W., 69, 70.
 Samuel S., 70.
 Willie D., 70.
 Lewis, Betsey, 118.
 David, 149.
 Edward A., 149.
 Lydia, 125.
 Mary E., 149.
 Lilley, Rebecca, 69, 70.
 Lind, Jenny, 47.
 Lindsey, J. B., 29.
 Locke, Jeremiah, 71.
 Richard R., 70, 71.
 Sarah L., 71.
 Susan R., 71.
 Lockhart, Margaret, 2.
 Lopez, Andrew M., 108.
 Antonio, 109.
 Nancy P., 109.
 Lovejoy, Rachel, 96.
 Lovett, Abigail E., 71.
 Hannah S., 52.
 Israel, 71.
 Joanna E., 52.
 Josiah, 52.
 William, 71.
 Ludlow, Augustus C., 19, 131.
 Lunt, Clarina W., 154.
 Mary C., 154.
 Micajah, 154.
 Lyman, George H., 86.
 MacIntire, Clarissa, 12.
 McDonald, Hannah, 151.
 McIntire, Samuel, 32, 53, 80,
 86, 108.
 McKay, Donald, 160.
 McMullan, William, 1.
 Maclin, Mary, 41.
 Madison, James, 35.
 Maley, Benjamin, 118.
 Lydia M., 118.
 Mansfield, Lucretia, 48.
 Marsh, Charles E., 41.
 Marston, Sarah, 96.
 Martin, Knott, 129.
 Sarah, 20.
 Mary, Queen, 103.
 Mascoll, Joseph, 140, 141.
 Mercy, 140, 141.
 Ruth, 140, 141.
 Mason, Eunice, 57.
 Jonathan, 44, 118.
 Lydia, 118.
 Preserved, 44.
 Susanna B., 44, 118.
 Thomas, 57.
 Masury, Elizabeth, 117.
 Mary, 39.
 Mather, Samuel W., 48.
 Matthew, Thomas, 103.
 Mavor, 77.
 Mead, John, 146.
 Susan, 146.
 Susan L., 146.
 Merrill, Ellen, 74.
 Messervey, Messervy, Anna,
 141.
 Eliza P., 72, 73.
 George P., 72, 73.
 Hannah, 73.
 William, 72, 73.
 William S., 73.
 Metcalf, Ruth, 39, 40.
 Miller, 164.
 Millet, Clarissa, 12.
 Mohammed bin Nasir, 114.
 Moody, Mary, 154.
 Morgan, Junius S., 87.
 Morong, Mary N., 149.
 Morse, Catherine A., 125.
 Edward, 125.
 Edward S., 73, 74, 75, 101.
 Ellen O., 74.
 Jane B., 74.
 Jonathan K., 74.
 Lydia L., 125.
 Moses, C., 150.
 Henry, 93.
 Sarah O., 93.
 Moulton, George, 12.
 Mudge, Samuel E., 113.
 Mugford, Hannah D., 76.
 Henry, 76.
 Mary P., 76.
 Ruth S. D., 76.
 William, 76.
 Mungon, Lydia, 67.

INDEX

- Nasservanjee (Nasser Vanji),
iv, 76, 77.
Neal, Hannah W., 78.
Jonathan, 78.
Nathan W., iv, 77, 78.
Neal, David A., & William H.,
& Co., 78.
Neilson, Augusta J. B., 158.
Nelson, Catherine S., 78.
Ebenezer, 61.
Edmund, 78.
Horatio, iv, 78.
Lois, 61.
Nesbit, 79.
Newell, Olivia, 61.
Samuel, 59.
Newhall, Hannah, 22.
Nichols, Charlotte S., 79.
Elizabeth P., 80.
George, 77, 79, 80.
Ichabod, 79.
Lydia R., 79.
Sarah P., 80.
Noble, Richard S., 94.
Norman, Sarah, 20.
Norton, Alfred, 42.
Hannah, 42.
Mary C., 42.
Noyes, Betsey, 50.

Obear, Nabby, 134.
Ojeda, 133.
Oldson, Mary, 32.
Oliver, 38.
Rebecca, 9.
William, 9.
Orne, Abigail R., 82.
Alice, 81.
Alice A., 81.
Elizabeth P., 82.
Hannah H., 61.
Jonathan, 82.
Joseph, 82.
Josiah, 81.
Sarah, 9.
William, vi, 81, 82, 123.
Osborn, Abigail, 23.
Osgood, Sarah, 93.
Owen, Ellen E., 74.
Ellen M., 74.
George, 74.

Page, Eliza, 95.
Jeremiah L., 82.
Lois L., 83.
Mary R., 83.
Rebecca P., 95.
Samuel, 83, 95.

Page, Samuel L., 82, 83.
Sarah, 49.
Paine, Elizabeth, 10.
William, 10.
Palfray, Charles W., 159.
Parker, Nancy, 109.
Parks, Mary M., 41.
Robert, 41.
Sarah J., 41.
Passarow, Passerar, Eliza, 72,
73.
George, 72.
Jacob, 72, 73.
John, 72.
Martha K., 72, 73.
Patten, Elizabeth, 62, 124.
Elizabeth H., 124.
John, 124.
Patterson, Martha, 5.
Peabody, Augusta B. N., 158.
Brackley R., 84.
Catharine S., 89.
Christiana R., 84.
Clarissa E., 156, 157.
David, 86.
Elizabeth S., 85, 89.
Ellen, 156.
Ezra, 84.
Francis, 85, 86, 88.
George, iii, 86, 87, 88, 156,
157.
George A., 157, 158.
George L., 84.
Joseph, iv, 49, 52, 62, 84, 85,
88, 89, 120, 155.
Joseph A., 157.
Judith D., 86.
Lucinda D., 84.
Margaret K., 88.
Martha E., 86.
Thomas, 86.
Peach, John, 67.
Lydia M., 67.
Pedrick, Joseph, 20.
Mehitable, 47.
Sarah, 20.
Sarah M., 20.
Peele, Elizabeth B., 94.
Hannah, 125.
Jane A., 90.
Jonathan, 140.
Margaret A., 90.
Margaret M., 90.
Mary, 76.
Rebecca, 94.
Willard, 90, 117.
William, 94.

INDEX

- Peirce, Pierce, Elizabeth, 80.
 Jerathmiel, 80.
 Rebecca, 130.
 Sarah, 80.
 Sarah R., 80.
 Perchard, Mary, 12.
 Perkins, Harriet, 132.
 Perry & Endicott, 156.
 Peverly, Margaret, 153.
 Phelps, Elizabeth, 113.
 Phillips, Dorcas W., 89.
 Jane P., 90.
 Margaret P., 90.
 S. C., 43.
 Stephen, 89.
 Stephen C., 62, 89, 90, 162.
 Stephen W., 97.
 Phippen, Lydia, 3.
 Sally, 124.
 Sarah, 7.
 Phipps, John, 91.
 John A., 90, 91.
 John C., 90.
 Mary S., 91.
 Susan W., 91.
 Pickering, Lucia, 38.
 Pickman, Anstiss D., 105.
 Benjamin, 105.
 Catherine S., 92, 108.
 Dudley L., iv, 91, 92, 108.
 Eliza L., 108.
 Elizabeth L., 91.
 William, 91.
 William D., 91.
 Pickman, Silsbee & Stone, 84.
 Pickman, Stone & Silsbee, 92.
 Pingree, David, 119, 128.
 Thomas P., 65.
 Pitman, Martha, 69.
 Pole, Cardinal, 103.
 Pond, Charles E., 125.
 Powers, Joel, iv, 78.
 Pratt, John J., 92.
 Joseph, vi, 92, 93, 163.
 Kate G., 163.
 Katharine S., 163.
 Margaret C., 93.
 Prentiss, John B., 9.
 Sarah M., 9.
 Sarah O., 9.
 Prescott, Martha, 143.
 Preston, Andrew, 94.
 Joseph, 94.
 Mary, 160.
 Mary L., 94.
 Rebecca P., 94.
 Prince, 15.
 John, 106.
 Procter, Deborah G., 129.
 Sarah, 29, 129.
 William, 129.
 Putnam, Allen, 94, 95.
 Eliza P., 95.
 Elizabeth, 82, 86.
 Horace B., 95, 96.
 James A., 96.
 Mary F., 95.
 Rachel H., 96.
 Rebecca, 95.
 Sally, 49.
 Sarah M., 96.
 Sarah P., 49.
 Tarrant, 49.
 Thomas, 95.
 Rand, Susan, 71.
 Randall, Lydia, 140.
 Ruth, 41.
 Raymond, Edward M., 13, 133.
 Rea, Archelaus, 155.
 Mary C., 155.
 Samuel, 154, 155.
 Samuel G., 147.
 Sarah B., 155.
 Reed, Benjamin, 69.
 Margaret D., 69.
 Martha P., 69.
 Nathan, 15.
 Reynolds, Enos, 97.
 Rebecca, 97.
 Sarah S., 97.
 Stephen, 96, 97, 98.
 Susan J., 97.
 Rhuee, Ruee, Ann, 112.
 Elizabeth B., 7.
 Francis, 112.
 Henry A., 112.
 Mehitable A., 112.
 Susanna B., 112.
 Thomas, 112.
 Richards, Benjamin, 51.
 Mary, 51.
 Mary F., 51.
 Richardson, Addison, 98, 99,
 100, 128.
 Edward W., 98, 99.
 Eleanor W., 98.
 Elizabeth T., 98, 99, 100.
 Eunice D., 53.
 George D., 54.
 Isaac, 99.
 Jesse, 53.
 Lydia D., 53.
 Mary, 128.
 Mary G., 100, 129.
 William, 98, 99, 100.

INDEX

- Richardson, William P., 117.
 Riggs & Peabody, 86.
 Riley, Phil M., 32.
 Ring, Sally, 129.
 Robb, Russell, 73.
 Roberts, Edmund, 1, 115.
 Robinson, Elizabeth K., 102.
 John, v, 101, 102.
 Lucy P. S., 101.
 Rogers, Abigail D., 104, 106,
 107.
 Anstiss P., 105.
 Arthur S., 107.
 Dorothy S., 104.
 Eliza P., 108.
 Elizabeth G., 104.
 Harriet W., 106, 107.
 Jacob C., 85, 107.
 John, 102, 103, 104.
 John W., 104, 105, 106.
 Nathaniel, 104, 106, 107.
 Nathaniel L., 43, 105, 106,
 107.
 Richard D., 107.
 Richard S., 107, 108.
 Sarah C., 108.
 William B., 107.
 Rogers, N. L., & Brothers, 105,
 107, 135.
 Rogers, N. L., & Co., 106.
 Rogers, Nathaniel L., & Bros.,
 65.
 Ropes, Abigail, 82.
 Alice C., 131.
 Andrew M., 108, 109.
 Daniel, 131.
 George, 161.
 Lydia, 79.
 Mary, 6.
 Mary A., 12.
 Mary B., 127.
 Nathaniel, 82.
 Priscilla, 131.
 Priscilla S., 82.
 Sara, 127.
 Sarah, 80.
 William, 127.
 William A., 77.
 Rose, Christiana, 84.
 Rothschild, 88.
 Roundy, Charles, 134.
 Roux, Antoine, 110, 111.
 Francois G., 110, 111.
 Frederic, 111.
 Joseph, 110.
 Joseph A. A., 110.
 Ursule D., 110.
 Rowell, Frederick, 69, 70.
 Ruddock, Ruth, 123.
 Russell, Thomas, 124.
 Russell & Co., 59, 153.
 Rust, Henry, 83.
 Lydia J., 83.
 Mary J., 83.
 Polly, 83.
 Ryan, Andrew, 67.
 Dorcas, 67.
 Safford, Dorothy F., 113.
 Elizabeth P., 113.
 Joshua, 113.
 Thomas, 113.
 Said bin Sultan, vi, 114, 115.
 Saltonstall, William G., 158.
 Sampson & Tappan, 48.
 Samqua, vi, 115, 116.
 Sandwich, Lord, 25.
 Saul, Joseph, 117.
 Mary S., 117.
 Sarah F., 117.
 Thomas, 116, 117.
 Saunders, Catherine, 92, 108.
 Elizabeth E., 92.
 Mary T., 27.
 Thomas, 92.
 Savory, Betsey L., 118.
 Caroline, 118.
 Richard, 118.
 Scallam, Mary, 57.
 Scarlett, Rebecca, 139.
 Schuyler, Mary M., 33.
 Scobie, Caroline S., 118.
 Catherine T., 118.
 John, 118.
 John J., 117, 118.
 Lydia M., 118.
 Mary J., 118.
 Sears, Henrietta K., 119.
 John A., 119.
 John H., 118, 119.
 Lucinda W., 119.
 Seaver, Hannah D., 120.
 Rachel W., 120.
 Thomas, 120.
 Selim bin Sultan, 114.
 Selman, John, 21.
 Shale, Eleanor, 98.
 Shepard, Henry F., 114.
 Michael, 16, 135.
 Shepard, J. B., & S. D., 32.
 Shillaber, Betsey, 124.
 Theodore, 151.
 Silsbee, Mary, 122.
 Mary C., 122.
 Nathaniel, iv, 121, 122.
 Sarah B., 121.

INDEX

- Silsbee, Pickman & Stone, 11, 53, 122.
 Silver, Margaret, 143.
 William, 143.
 Simmons, Sarah, 97.
 Skinner, James, 117.
 Smith, Andrew, 48.
 Benjamin F., 123.
 Catharine, 89.
 David, 76.
 Ebenezer, 24.
 Elias, 89.
 Elizabeth, 85, 89.
 Elizabeth B., 123.
 Hannah, 76.
 Katharine B., 89.
 Lucretia D. M., 48.
 Mary, 12, 91.
 Ruth, 76.
 Samuel, 123.
 Sarah, 24, 48.
 Susan F., 123.
 Southey, 79.
 Sparhawk, Priscilla, 82.
 Sparks, Jared, 122.
 Mary S., 122.
 Speare, Alden, 101.
 Spence, C. A., 134.
 Standley, Stanley, Hannah, 52.
 Mary, 117.
 Staniford, Sarah, 59.
 Stanton, Dorothy, 104.
 Stevens, Mercy M., 140, 141.
 Thomas, 140, 141.
 Stileman, Ruth, 18.
 Stillings, Mary J., 41.
 Stone, Lucy P., 101.
 Stone, Silsbee & Pickman, 36, 41.
 Story, Elisha, 46, 123.
 Eliza, 123.
 Elizabeth P., 62, 124.
 Franklin H., 149.
 Helen M., 62.
 Mehitable, 46.
 Mehitable P., 47.
 Ruth R., 123.
 William, 62, 123, 124.
 Stuart, Mary, 18.
 Suckling, Catherine, 78.
 Sullivan, 55.
 Sultan bin Ahmed, 114.
 Symmes, Andrew E., 136.
 Eliza, 136.
 Elizabeth C., 136.
 Symonds, Annie S., 124.
 Nabby D., 124.
 Sally P., 124.
 Symonds, Samuel, 124, 125.
 Taria Topan, vi, 163, 164.
 Taylor, Catherine M., 125.
 Charles H., 57.
 George, 125.
 George P., 125.
 Hannah P., 125.
 Thomas B., 125.
 Thayer, Abby B., 154.
 Clarina W., 154.
 Francis J., 154.
 Joel, 154.
 Thomas, Mary J., 30.
 Thompson, Mary, 129.
 Thorne, Eliza S., 136.
 John, 136.
 Tibbets, Elizabeth A., 126, 127.
 Henry, 126, 127.
 M. Helen, 99, 100, 126.
 R. Frank, 127.
 Sara R., 127.
 Townsend, Eliza G., 138.
 Elizabeth, 98, 99, 100.
 Hannah L., 100, 128.
 Mary, 10.
 Mary R., 128.
 Moses, 100, 128.
 Penn, 127, 128.
 Sarah C., 129.
 Train, Hannah P., 139.
 Mary E., 139.
 William G., 139.
 Trefry, Mary T., 129.
 Sarah, 29.
 Sarah P., 29, 129.
 Thomas, 29, 129, 130.
 William, 129.
 Trumbull, Edward B., 164.
 Walter H., 163.
 Tucker, Gideon, 16, 49.
 Tyler, Aphia A. R., 152.
 Tyndale, William, 102.
 Upton, Benjamin, 130, 131.
 Charles, 130, 131, 132.
 Ede, 49.
 Eliza W., 131.
 George, 132.
 Harriet P., 132.
 Isabelle C., 132.
 Lillie D., 132.
 Lucy D., 132.
 Olive G., 132.
 Paul, 130.
 Priscilla R., 131.
 Rebecca P., 130.
 Robert, 132, 133.

INDEX

Van Buren, Martin, 1.
 Vanderford, Benjamin, 19.
 Susan E., 19.
 Vespucci, Amerigo, 133.
 Vessels :
 Aberdeen, ship, 29.
 Acorn, brig, 18.
 Active, 55.
 Active, brig, 18, 106, 117.
 Active, schr., 35.
 Active, ship, 80, 93.
 Adeline, 104.
 Adventure, bgtne., 6.
 Adventure, H. M. S., 31.
 Agawam, schr., 108.
 Agenora, schr., 125.
 Albert Edward, ship, 56.
 Alciope, schr., 130.
 Alert, brig, 92, 113.
 Alexander, ship, 34, 46, 81,
 141.
 Alfred, ship, 122, 128.
 Alice, brig, 149.
 Alice, sloop, 93, 144.
 Alice, yacht, 161.
 America, ship, 18, 25, 34, 35,
 93.
 America, privateer, 53, 125,
 127.
 Amiral Duperre, 111.
 Ann, schr., 46.
 Ann, brig, 64.
 Ann Elizabeth, 60.
 Antelope, ship, 2, 56.
 Arab, ship, 67, 104.
 Arabia, ship, 50, 51.
 Architect, 127.
 Argentine, bark, 96.
 Argonaut, ship, 144.
 Argus, brig, 64, 128.
 Arnold Welles, ship, 53.
 Arrow, bark, 132.
 Astrea, brig, 137.
 Astrea, ship, 15, 142.
 Atlantic, 44.
 Audubon, ship, 50.
 Augusta, brig, 144.
 Augustus, ship, 85, 89, 106,
 155.
 Australia, ship, 42.
 Baltic, brig, 72.
 Baltick, schr., 2.
 Barstow, schr., 149.
 Batavia, brig, 40.
 Belisarius, ship, 35, 91.
 Bengal, ship, 39, 59, 89.
 Benjamin, ship, 121.
 Betsey, 80.

Vessels :
 Betsey, schr., 80, 81, 137.
 Betsey, ship, 76, 122.
 Betsey, brig, 18.
 Betsy, schr., 59.
 Beulah, brig, 105.
 Bird, schr., 29.
 Black Hawk, priv., 142.
 Black Prince, 160.
 Black Snake, sloop, 6, 7.
 Black Warrior, ship, 65, 106.
 Blackwall, ship, 29.
 Bonetta, ship, 39.
 Borneo, ship, 53, 84, 92, 122.
 Brazil, bark, 5.
 Brenda, ship, 16, 135.
 Bristol, stmr., 98.
 Britannia, brig, 137, 149.
 Brutus, ship, 21, 35.
 Buckskin, schr., 18, 122.
 Bunker Hill, priv., 88.
 Caesar, schr., 46.
 Cambrian, brig, 16, 120.
 Camel, bark, 92.
 Canton Packet, ship, 78.
 Caravan, brig, 39, 59.
 Carvo, ship, 66.
 Cashmere, ship, 64.
 Catherine, ship, 155.
 Catherine Slew, ship, 51.
 Cavalier, bark, 4, 109.
 Cecilia, brig, 109.
 Ceres, bark, 50.
 Ceres, schr., 149.
 Ceylon, brig, 60.
 Ceylon, bark, 30.
 Chalcedony, bark, 132.
 Chance, brig, 61.
 Charlemagne, ship, 98.
 Charles Doggett, brig, 40,
 106.
 Charles H. Lunt, ship, 56.
 Charles Morris, ship, 46.
 Cherokee, brig, 9, 159.
 Chesapeake, U. S. S., 19, 131.
 China, 40.
 China, ship, 62, 89.
 Cincinnatus, ship, 49.
 Clay, ship, 40, 106.
 Cleopatra's barge, brig, 34.
 Cleora, brig, 84.
 Columbia, ship, 91, 108.
 Columbus, U. S. S., 109.
 Combine, schr., 129.
 Constitution, U. S. S., 136.
 Cora, brig, 61.
 Coringa, ship, 109.
 Cornwallis, Indiaman, 121.

INDEX

Vessels :

Coromandel, brig, 73.
 Courier, ship, 19.
 Crusoe, ship, 106.
 Curlew, brig, 4.
 Cygnet, brig, 124.
 Cynthia, schr., 49, 89.
 Cyrus, schr., 131.
 Dashing Wave, ship, 48.
 Dawn, brig, 50.
 Defence, priv., 55.
 Delphos, ship, 53, 92.
 Derby, bark, 43, 95.
 Diligent, schr., 18, 122.
 Diomedé, priv., 94.
 Diomedé, ship, 83, 108.
 Dolphin, schr., 69, 128.
 Don Quixote, bark, 151.
 Don Quixote, ship, 56.
 Dons, ship, 81.
 Dragon, bark, 5.
 Duchesse d'Orleans, ship, 98.
 Duxbury, ship, 89.
 Eagle, 31.
 Eagle, brig, 84, 131.
 Eben Dodge, bark, 135.
 Echo, brig, 131.
 Echo, schr., 129.
 Echo, ship, 93.
 Eclipse, ship, 62, 71.
 Edward, brig, 145, 146.
 Edward Koppisch, bark, 43, 132.
 Edwin, brig, 92, 122, 128.
 Eleanor, schr., 45.
 Eliza, bgtne, 76, 82.
 Eliza, bark, 69, 70.
 Eliza, ship, 59, 95, 100, 144.
 Eliza Ann, bark, 41, 42.
 Eliza Ann, ship, 36.
 Eliza and Mary, brig, 63.
 Elizabeth, brig, 46, 60.
 Elizabeth, schr., 124.
 Elizabeth, ship, 84.
 Elizabeth Felton, brig, 131.
 Elizabeth Hall, bark, 109, 135.
 Elvira, ship, 5.
 Emerald, ship, 17, 43, 59.
 Emily Wilder, 109, 135.
 Endeavor, ship, 53, 80, 92, 144.
 Endeavour, brig, 122.
 Endeavour, H. M. S., 31.
 Endeavour, sloop, 18.
 Enterprise, schr., 60.
 Equality, schr., 92.
 Equator, ship, 54.

Vessels :

Essex, brig, 122.
 Essex, bark, 80.
 Essex, ship, 82.
 Essex, U. S. S., 55.
 Eunice, brig, 80, 128, 137.
 Eunice, bgtne., 6.
 Exchange, 84.
 Exchange, bgtne., 81, 100.
 Factor, brig, 80.
 Fair American, brig, 131.
 Falcon, bark, 91.
 Falcon, brig, 108.
 Falcon, ship, 64.
 Falmouth, brig, 19.
 Fame, pinkie, 8.
 Fame, schr., 130.
 Fame, ship, 18, 35.
 Fame, sloop, 153.
 Fanny, schr., 18, 82, 122.
 Favorite, ship, 81.
 Fawn, ship, 6.
 Fishhawk, priv., 88.
 Five Brothers, ship, 22.
 Four Sisters, schr., 82.
 Francis A. Palmer, ship, 98.
 Francis Whitney, ship, 50.
 Franklin, brig, 46, 63, 124.
 Franklin, schr., 21.
 Franklin, ship, 53, 150.
 Fredonia, schr., 60.
 Friendship, ship, 80, 92, 122, 124.
 Frolic, priv., 125.
 Gallia, ship, 98.
 Ganges, brig, 39, 131.
 Garland, sloop, 31.
 Gen. Brooks, schr., 78.
 Gen. Cobb, bark, 42.
 Gen. Harrison, ship, 85.
 Gen. Knox, ship, 46.
 Gen. Pickering, priv., 58.
 Gen. Stark, schr., 128.
 Gentleman, brig, 4.
 George, bark, 29, 113.
 George, ship, 40, 52, 89, 118, 147.
 George, priv., 34.
 George Cabot, ship, 147.
 George Washington, brig, 149.
 Georgetown, schr., 113, 122.
 Georgia, ship, 29.
 Gleaner, ship, 154.
 Globe, ship, 46.
 Golden West, ship, 36.
 Good Exchange, schr., 130.
 Gov. Endicott, brig, 59, 95.
 Gov. Endicott, ship, 4, 39.

INDEX

Vessels :

Grampus, sloop, 31.
 Grand Turk, brig, vii, 6, 55.
 Grand Turk, ship, 38, 93.
 Greenfield, bark, 152.
 Griffin, brig, 63.
 Grumbler, priv., 128.
 Guiding Star, ship, 56.
 Halcyon, ship, 46.
 Hamlet, ship, 78.
 Hannah, schr., 21.
 Harbinger, brig, 106.
 Harmony, schr., 82.
 Harriet, bgtne., 44.
 Hartford, U. S. S., 33.
 Hasket and John, priv. bgtne., 140.
 Hawk, 55.
 Hazard, schr., 67, 120.
 Hazard, ship, 16, 126.
 Hazen, ship, 82.
 Hector, priv., 55.
 Hector, bgtne., 3.
 Helen, schr., 126, 128.
 Helen, ship, 64.
 Henry, brig, 19, 46, 131, 145.
 Henry, bgtne., 34.
 Henry, ship, 15, 35.
 Henry Ewbank, bark, 41, 92.
 Herald, priv., 121.
 Herald, brig, 39, 80.
 Herald, ship, 92, 122.
 Hercules, ship, 25, 142.
 Hind, priv., 55.
 Hind, bgtne., 82.
 Hind, bark, 67.
 Hindu, brig, 59.
 Hiram, bgtne., 81.
 Holyhead, ship, 29.
 Hope, bgtne., 67.
 Hope, ship, 6.
 Hopewell, bgtne., 155.
 Hopewell, schr., 82.
 Hunter, sloop, 73.
 Hunter, schr., 120.
 Illinois, U. S. S., 33.
 Independence, brig, 106.
 Indiana, s. s., 160.
 Indus, brig., 39, 51, 52.
 Industry, schr., 2, 82.
 Iosco, bark, 135.
 Iris, priv., 55.
 Iroquois, 28.
 Isaac Hicks, ship, 16, 86.
 Italy, ship, 95.
 Izette, ship, 39.
 Jackall, priv. schr., 140.
 James, schr., 60.

Vessels :

Jane, brig, 117, 149.
 Janus, ship, 16.
 Jason, 40.
 Jason, brig, 3.
 Java, brig, 78.
 Java, ship, 67, 106.
 Joanna, schr., 18, 128.
 John, 34.
 John, ketch, 122.
 John Bertram, ship, 69, 70.
 John M. Clark, bark, 30.
 John and Grace, 93.
 Jones, 9.
 Jones, brig, 155.
 Joseph S. Cabot, brig, 68.
 Josephine, 70.
 Juanita, U. S. S., 33.
 Julius Caesar, 58.
 Junius, ship, 142.
 Juno, 44.
 Juno, bgtne., 76, 83.
 Kadosh, bark, 109.
 Kate Howes, ship, 50, 51.
 Kearsarge, U. S. S., 33.
 La Gloire, ship, 121.
 Lackawanna, U. S. S., 33.
 Lady Sarah, brig, 64, 65.
 Lady Sarah, schr., 106.
 Lafayette, schr., 117.
 Lark, schr., 9, 67.
 Laura, brig, 61, 113.
 Lausanne, ship, 151.
 Leader, schr., 125.
 Leander, brig, 84, 89, 134, 155.
 Lebanon, ship, 56.
 Leonidas, ship, 43.
 Leopard, 55.
 Levant, brig, 155.
 Liberty, bgtne., 100.
 Lion, brig, 81.
 Liverpool Packet, 126.
 Lorenzo, ship, 152.
 Lotus, ship, 109.
 Louisa, ship, 144, 151.
 Lucia, 95.
 Lucilla, bark, 50, 51.
 Lucy, brig, 9.
 Lydia, ship, 106.
 Lynch, schr., 21.
 Macedonian, priv., 128.
 Madagascar, 84.
 Magenta, ship, 42.
 Magi, bark, 109.
 Magnet, ship, 19.
 Maid of Orleans, bark, 132, 134.

INDEX

Vessels:

Maine, U. S. S., 33.
 Malabar, ship, 81.
 Malaga, brig, 60, 125.
 Malay, brig, 54, 92, 122.
 Malay, ship, 42.
 Mandarin, ship, 39.
 Margaret, ship, 35, 44.
 Mariposa, ship, 56.
 Marquis, ship, 142.
 Marquis de Somerulas, ship, 123.
 Mars, brig, 123.
 Mars, bgtne., 82.
 Martha, bgtne., 128.
 Mary, 93.
 Mary, brig, 39.
 Mary, bark, 8, 122.
 Mary, ship, 67, 68, 93.
 Mary & Eliza, ship, 131.
 Mary & Ellen, bgtne., 43.
 Massachusetts, 57.
 Massachusetts, ship, 25.
 Massachusetts, stmbt., 46.
 Mentor, 104.
 Mercury, H. M. S., 31.
 Mermaid, brig, 43, 95, 131.
 Merrimac Packet, sloop, 124.
 Messenger, ship, 23, 159, 163.
 Mexican, brig, 50.
 Minerva, bgtne., 76.
 Minerva, ship, 93, 142, 155.
 Mississippi, U. S. S., 163.
 Monarch, H. M. S., 87.
 Monk, ship, 82.
 Montezuma, schr., 134.
 Montgomery, bgtne., 6.
 Montgomery, priv., 64, 130.
 Montreal, stmr., 90.
 Moses, brig, 144.
 Mount Vernon, 89.
 Nancy, brig, 131.
 Nancy, schr., 93, 113.
 Naples, ship, 62.
 Naumkeag, schr., 131.
 Nautilus, bgtne., 80, 92.
 Navigator, 16.
 Navigator, ship, 91.
 Neptune, brig, 2.
 Neptune, bgtne., 49.
 Neptune, schr., 64.
 Nereus, brig, 105, 106.
 New Hampshire, rev. cutter, 153.
 New Hazard, brig, 39, 97.
 New Jersey, 86.
 Newburyport, ship, 65.
 Niagara, brig, 120.

Vessels:

Nightingale, ship, 47, 48.
 Nile, schr., 131.
 Nile, ship, 23.
 Niobe, ship, 70.
 Northern Light, 160.
 Ocean Eagle, ship, 78.
 Ocean Express, ship, 56.
 Ocean Queen, ship, 56.
 Ohio, U. S. S., 109.
 Olive Branch, schr., 128.
 Oliver Cromwell, priv., 7, 25, 142.
 Omar, brig, 59.
 Ontario, brig, 92.
 Orestes, 104.
 Osprey, brig, 150.
 Otho, 60.
 Otter, brig, 105.
 Pacific, bark, 8.
 Pacific, ship, 56.
 Packet, ship, 59.
 Pactolus, brig, 78.
 Palestine, bark, 41.
 Palladium, ship, 39, 113.
 Pallas, snow, 46.
 Para, schr., 108.
 Patriot, brig, 60, 131.
 Patsey P. Blount, brig, 43.
 Patty, priv., 80.
 Patty, schr., 142.
 Peacock, bark, 132, 135.
 Peacock, U. S. S., 1, 42, 115.
 Peggy, ship, 93.
 Perseverance, brig, 143.
 Perseverance, ship, 106, 159.
 Persia, brig, 92, 122.
 Peru, brig, 43, 62.
 Phebe, brig, 131.
 Phoenix, brig, 59.
 Phoenix, ship, 44.
 Pilgrim, priv., 88.
 Pilot, bark, 144.
 Pioneer, brig, 105, 106, 135.
 Plant, brig, 78.
 Plymouth, bgtne., 61.
 Polly, bgtne., 49.
 Polly, schr., 44, 82.
 Polly, sloop, 93, 122, 126.
 Polynesia, ship, 109.
 Pompey, bgtne., 82.
 Pompey, ship, 93.
 Pontiac, schr., 43.
 Porcupine, 55.
 Portsmouth, U. S. S., 33.
 Potomac, brig, 60, 135.
 Potomac, ship, 159.
 Premium, brig, 50.

INDEX

Vessels :

Primrose, schr., 38, 93.
 Progress, ship, 56.
 Prudent, bgtne., 83.
 Prudent, ship, 34, 142.
 Putnam, ship, 15.
 Quero, ship, 55.
 Quickstep, bark, 42.
 Quill, brig, 40, 64, 65, 106.
 Raduga, ship, 109.
 Rambler, ship, 80.
 Ranger, priv., 88.
 Ratler, brig, 135.
 Reaper, brig, 9, 52.
 Register, schr., 71.
 Regulator, schr., 18, 122.
 Republican, brig, 39.
 Resolution, 31.
 Resolution, brig, 155.
 Restitution, ship, 73, 149.
 Revenge, priv. sloop, 38.
 Reward, bgtne., 82.
 Richmond, ship, 159.
 Richmond, U. S. S., 33.
 Ringleader, ship, 109.
 Rising States, 55.
 Rising States, schr., 144.
 Rome, ship, 36, 39, 41, 63.
 Romilla, H. M. S., 143.
 Romp, 55.
 Romp, brig, 18, 67, 68, 125.
 Roque, schr., 120.
 Roscius, brig, 106.
 Roscoe, brig, 18.
 Rotund, brig, 49.
 Rover, priv. ship, 6.
 Rover, priv. bgtne., 140.
 Roxanna, schr., 131.
 Said bin Sultan, bark, 108, 135.
 St. Clair, ship, 95.
 St. John, schr., 93.
 St. Mary's, U. S. S., 33.
 Salem, schr., 81.
 Salem, ship, 99.
 Salem, U. S. S., 109.
 Sally, 80.
 Sally, schr., 124.
 Sally, sloop, 121.
 Sally, snow, 93.
 Samuel Appleton, 163.
 Sancho Panza, ship, 56.
 Saucy Jack, schr., 130.
 Scorpion, priv., 80.
 Shannon, H. M. S., 19, 131.
 Shawmut, brig, 60.
 Shepardess, ship, 106, 135.
 Shirley, ship, 11.

Vessels :

Skylark, ship, 152.
 Sooloo, ship, 41.
 Sophia, ship, 82.
 Speed, bgtne., 82.
 Spitfire, 55.
 Splendid, schr., 129.
 Spy, schr., 106, 108, 135.
 Standard, brig, 144.
 Star, 69.
 Stork, sloop, 108.
 Sturdy Beggar, priv. schr., 38.
 Success, schr., 46.
 Success, priv., 140.
 Sukey, schr., 81.
 Sultanee, 1.
 Sumatra, ship, 42.
 Superior, schr., 122.
 Surinam, packet, 130.
 Surprise, priv., 84.
 Susan & Sarah, brig, 124.
 Suwonada, stm., 160.
 Swallow, bark, 132.
 Swallow, schr., 82.
 Sylvia, yacht, 161.
 Talent, brig, 6, 106.
 Talma, ship, 43.
 Taria Topan, bark, 164.
 Tartar, ship, 77.
 Telemachus, bgtne., 35, 44, 128.
 Texal, brig, 105.
 Thakombau, schr., 134.
 Theodora, brig, 78.
 Theodore, brig, 151.
 Thetis, bark, 50, 109.
 Thetis, brig, 105.
 Thomas, schr., 18, 128, 139.
 Thomas, priv., 71.
 Thomas & Betsey, bgtne., 38, 93.
 Three Brothers, schr., 64.
 Three Friends, schr., 88.
 Three Sisters, brig, 121.
 Three Sisters, priv., 142.
 Ticonderoga, U. S. S., 33.
 Tiger, schr., 120.
 Tim Pickering, brig, 43.
 Tom Corwin, bark, 135, 159.
 Trader, bgtne., 67.
 Trenton, bark, 4.
 Trial, schr., 6.
 Triton, schr., 38, 93.
 Triton, brig, 125.
 Two Brothers, bark, 61.
 Two Brothers, bgtne., 25, 155.
 Two Brothers, ship, 149.

INDEX

Vessels:

- Two Sisters, schr., 20.
- Two Sons, ship, 35, 112.
- Tybee, brig, 106.
- Tybee, ship, 105, 106.
- Tyrannicide, 57, 63.
- Ulysses, ship, 21, 44, 76.
- Uncowah, ship, 152.
- Undine, bark, 151.
- Union, brig, 46.
- Union, schr., 6, 95.
- Union, priv., 55.
- Unity, Br. ship, 21.
- Venus, schr., 67, 80, 155.
- Venus, ship, 39.
- Venus, priv., 55, 80.
- Victory, H. M. S., 79.
- Vigilant, brig, 80, 143.
- Vintage, brig, 52, 91.
- Virginia, schr., 4, 106.
- Volusia, ship, 21.
- Wagram, 111.
- Warrington, ship, 131.
- Washington, brig, 46, 67, 68.
- Waverly, brig, 135.
- Welcome Return, brig, 18, 49.
- Whim, schr., 81, 128.
- White Squall, clipper, 163.
- Wild Goose, brig, 94.
- William, bgtne., 76.
- William, ship, 53, 59.
- William Brewer, schr., 131.
- William Penn, schr., 4.
- William Schroder, bark, 132.
- William & Charles, bgtne., 64.
- William & Henry, 55.
- William & Joseph, schr., 67.
- Winona, ship, 154.
- Witchcraft, ship, 41, 108.
- Wyman, bark, 132.
- Zeno, bgtne., 43.
- Zephyr, ship, 27.
- Zotoff, bark, 109, 134.
- Victoria, Queen, 87.
- Vincent de Paul, St., 88.
- Wait, Aaron, 106.
 - Elizabeth C., 106.
 - Elizabeth L., 147.
 - Harriet, 106, 107.
- Wait & Pierce, 106.
- Walker, Ruth, 153.
- Wallace, James P., 119.
 - Lucinda C., 119.
 - Susan F., 119.
- Wallis, Benjamin, 133, 134.
- Wallis, Mary C., 134.
 - Nabby O., 134.
- Ward, Abigail A., 135.
 - Andrew, 134, 135.
 - Eliza S., 136.
 - Hannah, 78.
 - Malvina G., 136.
 - Martha B., 135.
 - Mary, 151.
 - Raymond L., 136.
 - Richard, 55.
 - Samuel C., 136.
 - Sophia L., 136.
 - Thomas W., iv, viii, 45, 152.
 - William R. L., 135, 136.
- Wardwell, Abiel, 137.
 - Bethiah H., 137.
 - Esther A., 137.
 - Hannah E., 137.
 - Solomon, 137.
- Washington, Augustine, 138.
 - George, 21, 137, 138.
 - Martha, 138.
 - Mary B., 138.
- Waterman, 52.
- Waters, Eleanor, 98.
 - Eleanor S., 98.
 - Eliza T., 138.
 - Henry F., 10.
 - John, 98.
 - Joseph G., 138.
 - Penn T., 138.
 - William C., 128, 138, 145, 150.
- Watts, Mary, 64.
- Webb, Hannah, 17.
 - Priscilla, 22.
 - Ruth P., 145.
 - Stephen, 145.
- Webster, Daniel, 122.
- Weeks, Dolly, 5.
- Welch, Clayton, 151.
- Weld, Caroline G., 138.
 - Charles G., 13, 138, 139.
 - Hannah T., 139.
 - William G., 138.
- Wellman, Abigail B., 141.
 - Adam, vi, 139, 140, 141.
 - Margaret L., 139.
 - Mercy M., 140, 141.
 - Rebecca S., 139.
 - Timothy, 130, 139, 140, 141.
- Wentworth, Mary, 30.
- West, Benjamin, 69, 70, 144.
 - Edward, 142.
 - Elizabeth D., 142.
 - Julia H., 142.
 - Margaret, 123.
 - Mary B., 142.

INDEX

- West, Nathaniel, 137, 141, 142.
 Rebecca L., 69, 70.
 Rebecca M., 69, 70.
 William, 142.
 Weston, Hannah, 42.
 Wheatland, Bridget, 143.
 George, 143.
 Henry, 143.
 Margaret S., 143.
 Martha G., 143.
 Peter, 143.
 Richard, 117, 143, 144.
 Wheaton, Catherine S., 28.
 White, George F., 144, 145.
 George M., 145.
 Haffield (Haffel), 144.
 Hannah, 152.
 Joseph, 136.
 Mary B., 144, 145.
 Rhoda F., 144.
 Stephen, 53, 136.
 Susan, 91.
 Whittredge, Henry T., 145.
 Ruth W., 145.
 Sarah, 145, 146.
 Susan M., 146.
 Thomas, 145, 146.
 Thomas C., 146.
 Wilkes, Commodore, 42, 43.
 Wilkins, Rachel, 120.
 Sarah B., 120.
 Wilkins, William, 120.
 Willey, Mary N., 161.
 Sarah F., 161.
 William A., 161.
 Williams, Anstiss, 38.
 Elizabeth, 146.
 Elizabeth W., 147.
 Henry L., 147.
 Israel, 147.
 Israel P., 146, 147.
 Jane, 46.
 Sarah, 2.
 Willis, Eliza, 131.
 Elizabeth, 131.
 John, 131.
 Winn, Francis A., 147, 148.
 Hannah D., 147.
 Joseph R., 147.
 Mehitable H., 147, 148.
 Winthrop, John, 104.
 Wiseman, Dorothy S., 104.
 Richard, 104.
 Wood, Clarina E., 154.
 Hiram, 154.
 Prudence E., 154.
 Woodbridge, Dorcas, 89.
 Woodbury, Charles H., 134.
 Wright, Sarah, 135.
 Wu Kien Chang, 116.
 Wyman, Jeffries, 158.

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